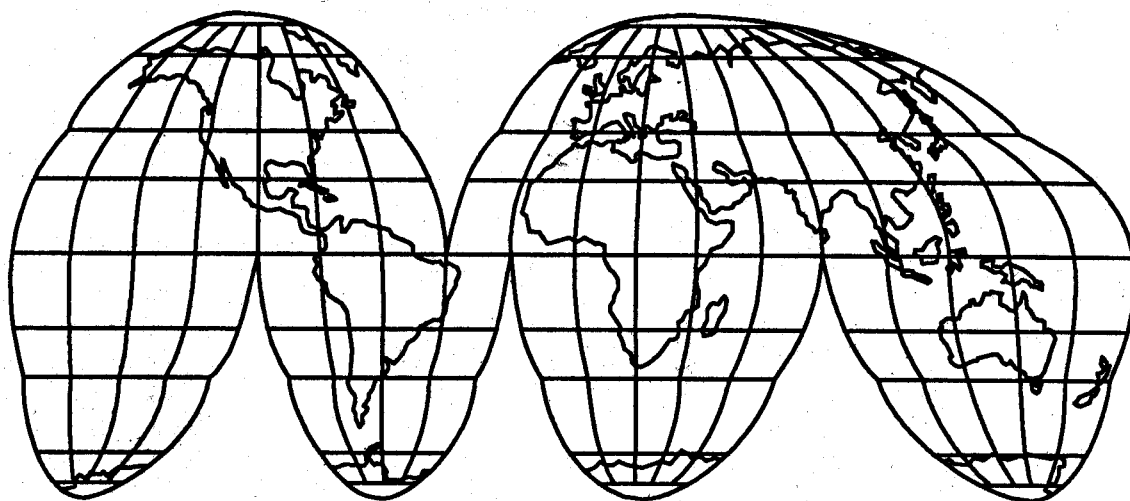




U.S. Department of Transportation
Federal Aviation Administration

Office of Civil Aviation Security

Criminal Acts Against Civil Aviation



1996

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FOREWORD

Criminal Acts Against Civil Aviation is a publication of the Federal Aviation Administration's Office of Civil Aviation Security. This document has been published each year since 1986. *Criminal Acts* records incidents that have taken place against civil aviation aircraft and interests worldwide. Incidents are summarized in regional geographic overviews. Feature articles focus on case histories or on specific aviation-related issues. Incidents are also sorted into one of seven categories and compared over a five year period. In addition, charts and graphs are located throughout the publication to provide a visual display of what is being reported. The cutoff date for information to be included in this report is December 31, 1996.

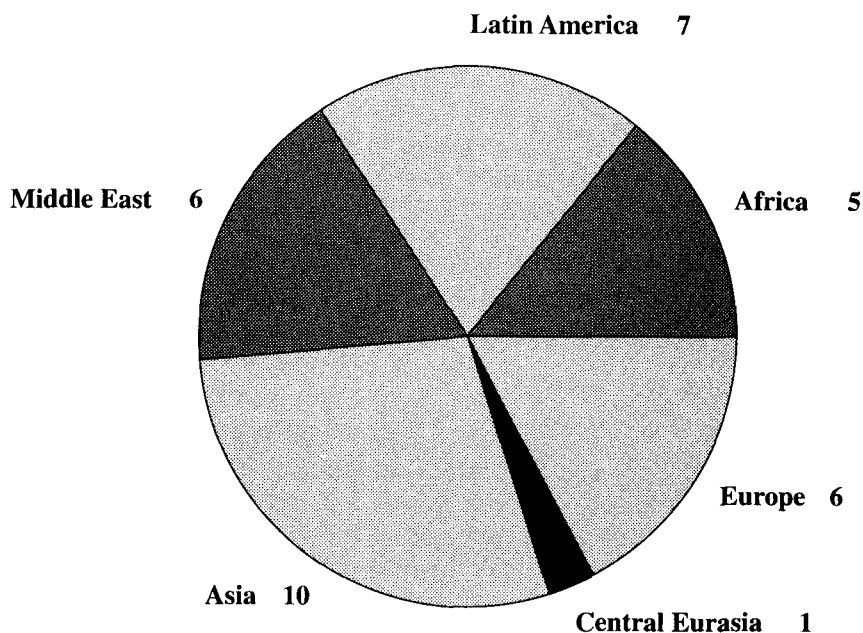
The information contained in this publication is derived from a variety of foreign and domestic sources. In many cases, however, specific details of a particular incident, especially those occurring outside the United States, may not be available. While the FAA makes every effort to provide complete and accurate information, it is not always possible to verify accounts of some incidents.

The FAA maintains records of aircraft hijackings, bombing attacks, and other significant criminal acts against civil and general aviation interests worldwide, which are used to compile this report. Offenses such as these represent serious threats to aviation safety and, in those incidents involving U.S. air carriers or facilities outside the United States, are often intended as symbolic attacks against the United States.

Hijacking and commandeering incidents are viewed within the context of the U.S. Federal criminal statute (49 USC 1472 (i)), which defines air piracy as any seizure or exercise of control, by force or violence or threat of force or violence, or by any other form of intimidation, and with wrongful intent, of any aircraft. This report does not distinguish between an act of air piracy and an attempted act of air piracy for statistical purposes.

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1996 In Review



Incidents Against Aviation -1996 - By Region 35 Incidents

In 1996, the number of reported criminal acts against civil aviation worldwide increased nearly 37% from 1995. The 35 incidents in 1996, however, are the second fewest number of incidents recorded since 1986, when *Criminal Acts Against Civil Aviation* was first published, exceeded only by the 24 incidents recorded in 1995. The 35 incidents in 1996, moreover, are far fewer than the 98 incidents that were recorded as recently as 1992. The highest percentage of incidents in 1996 (40% or 14 incidents) were hijackings.

Asia had the distinction among the seven geographic regions of having the greatest number of attacks against civil aviation during 1996. Ten incidents were recorded, two more than in the previous year. Among the incidents were four hijackings, two airport attacks, and one attempted bombing of an aircraft—the most incidents reported in these categories—as well as two off-airport attacks and a general aviation incident. Unlike recent years, no one country in this region had an extraordinarily high number of incidents. China and the Philippines each had two incidents, while Bangladesh, India, Japan, Pakistan, Papua New Guinea, and Taiwan each recorded one incident. Commercial aviation hijackings occurred in China (2), Taiwan, and Bangladesh, and a general aviation hijacking was recorded in Papua New Guinea. Airline office attacks took place in India (Indian Airlines) and the Philippines (Aeroflot), and airport attacks occurred in Lahore, Pakistan, and Manila, the Philippines.

An attempt was also made to place an explosive device in a suitcase aboard an All Nippon Airways plane in Japan.

One incident—a hijacking in Russia—was recorded in **Central Eurasia** in 1996. This is the fewest number of incidents for this region in several years.

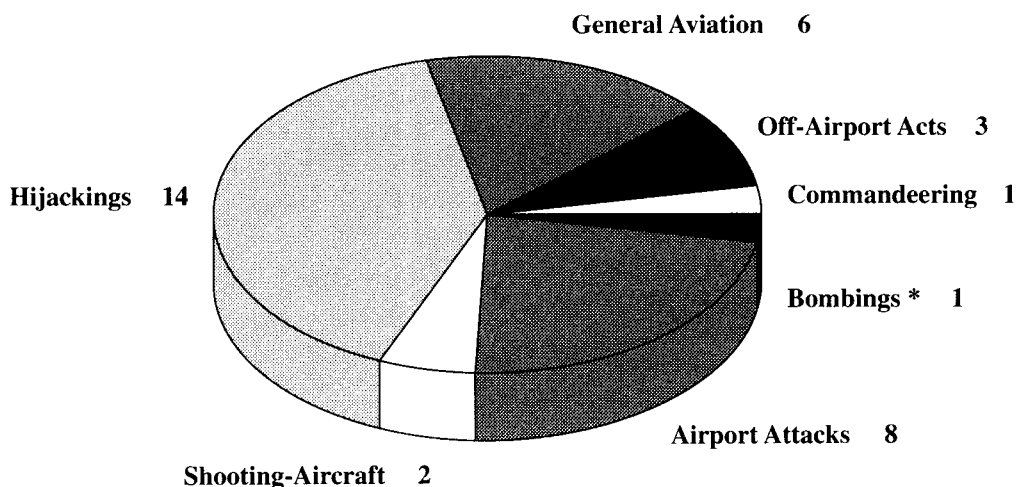
Six incidents were recorded in **Europe**: three hijackings, two airport attacks, and one off-airport attack. The six incidents are one more than what was recorded in 1995 but 28 fewer than in 1992. Two incidents each took place in Spain and Turkey in 1996, and one incident was recorded in both Malta and Cyprus. The three hijackings occurred aboard aircraft departing from Spain, Cyprus, and Malta. An Iberia flight to Cuba was diverted to the United States, and a Cyprus Turkish Airlines flight to Turkey was diverted to Germany. An Aeroflot flight from Moscow, Russia, to Nigeria was hijacked following a stopover in Malta. In other incidents, airport attacks were recorded in Ataturk, Turkey, and Reus, Spain, and an Aeroflot office was attacked in Turkey. The airline office attack was the only incident of this type recorded in Europe in 1996—far fewer than the 31 incidents recorded in 1992.

The **Latin America and the Caribbean** region recorded the second highest number of incidents (7) in 1996. This number is six more than were recorded in 1995 but 19 fewer than in 1992. The seven incidents include three general/charter aviation incidents, two shooting at aircraft incidents, a hijacking, and an airport attack. Four incidents were recorded in Cuba: two shootings at aircraft and two hijackings, of which one involved charter aviation. Both of the hijacking incidents were committed to seek asylum; the latter incident involved the downing of two small, unarmed planes by Cuban military aircraft. The shooting at aircraft incidents were the only incidents of this type recorded worldwide for the year. Other regional incidents included a charter aviation hijacking in Guyana, the robbery of a general aviation aircraft in Puerto Rico, and an airport attack in La Paz, Bolivia

No incidents were recorded in **North America** in 1996. The crash of TWA 800 in July is not recorded as an incident because the cause had not been determined by year's end.

Six incidents were recorded in the **Middle East/North Africa** geographic region in 1996—three more than in the previous year. Of these six incidents, three were hijackings, and there was one (each) general/charter aviation, commandeering, and airport attack. Two incidents—both hijackings—were recorded in Sudan, and two incidents—a commandeering and airport attack—occurred in Algeria. A hijacking in Egypt and a charter aviation incident in Lebanon were also recorded.

Five incidents were recorded in **sub-Saharan Africa**: two hijackings, two airport attacks, and a general aviation incident. These incidents occurred in Ethiopia, Mauritania, Nigeria, Somalia, and Zambia. One of the hijacking incidents (Ethiopia) was the deadliest of the year. One hundred and twenty-three people died when the plane ran out of fuel and crashed into the Indian Ocean. The other hijacking was recorded in Mauritania. Airport attacks took place at Kano, Nigeria, and Lusaka, Zambia. A general aviation hijacking was also reported in Somalia. The five incidents in 1996 were three more than last year.



Worldwide Civil Aviation Incidents - 1996 - By Category

*** Attempted Bombing of Aircraft**

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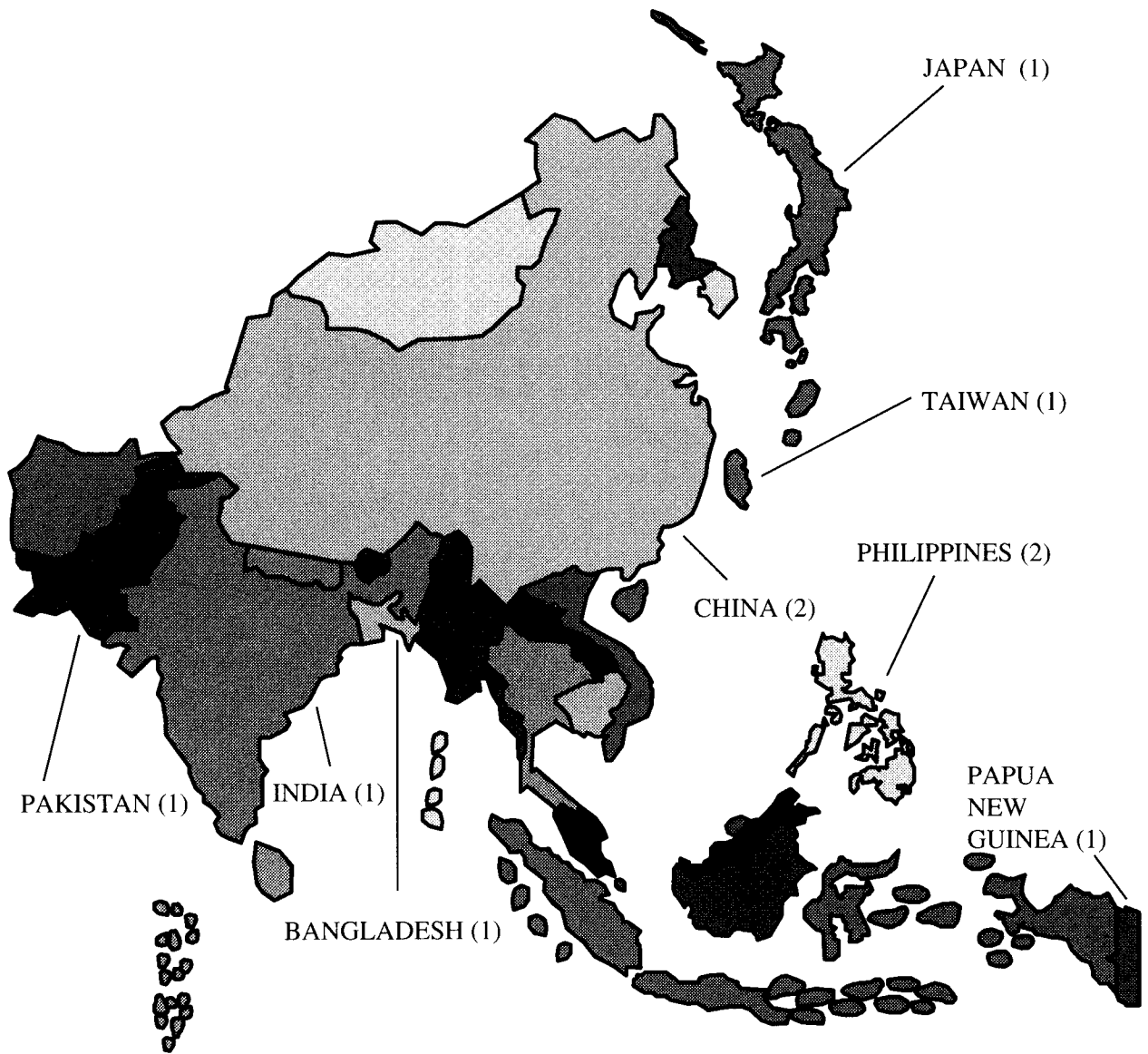
GEOGRAPHIC OVERVIEWS

SIGNIFICANT CRIMINAL ACTS

AGAINST

CIVIL AVIATION

ASIA



Incidents included in statistics: 10

Incidents not included in statistics: 2

Chronology

January 6	Hijacking—Transasia Airways	Taiwan
March 10	Hijacking—Hainan Airlines	China
April 4	Hijacking—Biman Bangladesh Airlines	Bangladesh
April 14	General Aviation Hijacking	Papua New Guinea
April 15	Shooting at Timika Airport	Indonesia *
April 25	Bombing—Indian Airlines Office	India
July 22	Bombing—Lahore Airport	Pakistan
October 21	Cargo Aircraft Hijacking	Indonesia *
November 4	Shooting—Aeroflot Airlines Office	Philippines
November 15	Hijacking—Xiamen Airlines	China
November 20	Attempted Bombing—Manila Airport	Philippines
November 30	Attempted Bombing—All Nippon Airways	Japan

* Incidents Not Counted in Statistics

January 6, 1996—Hijacking—Transasia Airways—Taiwan

A Chinese man hijacked Transasia Airways flight 529 en route from Taipei to Tainan. The Airbus 321 was carrying 194 passengers and nine crew members. The hijacker handed a note written on an air sickness bag to a flight attendant. In the note, the hijacker claimed to have a bomb, threatened to blow up the plane, and demanded that the plane be flown to Fujian Province, China. The pilot, through the flight attendant, told the hijacker that there was insufficient fuel to fly to China. The hijacker agreed to the pilot's suggestion to land in Tainan for refueling and was arrested upon landing. No explosives were found on the aircraft, and no one was injured in the incident. The hijacker claimed that he was motivated by disappointment with domestic political and social developments in Taiwan.

March 10, 1996—Hijacking—Hainan Airlines—China

Shortly after takeoff, two Chinese couples hijacked a Hainan Airlines Boeing 737 aircraft and ordered it diverted to Taiwan. The plane was on a domestic flight from Yiwu, Zhejiang Province, to Haisou, Hainan Province, with 149 passengers. The two men and their wives were armed with knives and dynamite, and they had two children with them. The hijackers were overpowered by security personnel aboard the plane, and no injuries were reported. The plane landed at Zhuhai Airport in Guangdong Province.

April 4, 1996—Hijacking—Biman Bangladesh Airlines—Bangladesh

A Bangladeshi man hijacked a Biman Bangladesh Airlines aircraft during a domestic flight from Dhaka to Barisal. Shortly after takeoff, the man announced that he had a revolver and explosives in a bag he was carrying and would blow up the aircraft unless he was flown to Kashmir, India. The hijacker was overpowered, however, and arrested when the aircraft landed safely at Barisal. The hijacker's bag was found to contain only bananas and some bread. The motive for the hijacking is unknown. The aircraft, which was identified in reports only as a "17-seat aircraft," possibly was a British Aerospace Jetstream 31.

April 14, 1996—General Aviation Hijacking—Papua New Guinea

Three hijackers armed with knives hijacked a Cessna 402 aircraft during a domestic flight from Port Moresby to Wau. After forcing the aircraft to land at an abandoned airstrip in Eastern Highlands Province, the hijackers stole approximately \$26,000 (U.S.) in local currency and disappeared into the bush. Although the pilot and two passengers were stranded for a time, they were not injured. The three hijackers were arrested within 24 hours, and most of the cash was recovered. The hijackers subsequently escaped, however, by squeezing through the bars of their jail cell and remain at large.

April 15, 1996—Shooting at Timika Airport—Indonesia *

An Indonesian Special Forces officer fired into a crowd at Timika Airport on the island of Irian Jaya, killing at least 14 people and wounding ten others. Among those killed was a New Zealand national employed as a pilot for Airfast Aircharter Service, a contract airline for a private firm. The officer had been a member of a unit deployed after rioting erupted at a controversial mining complex located near the airport. He is believed to have been under heavy stress and in a state of depression after having brought back the remains of two soldiers the previous day. The soldiers had been hacked to death by local villagers who had accused them of raping two local women.

April 25, 1996—Bombing—Indian Airlines Office—India

An explosive device detonated near the Indian Airlines office in Imphal killing four people and injuring 19. There was no claim of credit for the attack.

July 22, 1996—Bombing—Lahore Airport—Pakistan

Six people were killed and 32 others were injured when a bomb exploded in a concourse outside of the domestic departure lounge of the Lahore International Airport. The device, concealed in a briefcase and containing approximately three kilograms of explosives, reportedly had been placed beneath a bench near a food stall. The explosion caused minimal property damage to shops and airline counters in the concourse. There were no claims of responsibility. On August 5, Pakistani police arrested four men in connection with this incident. There is no additional information.

October 21, 1996—Cargo Aircraft Hijacking—Indonesia *

An Indonesian Army sergeant armed with a pistol hijacked a Twin Otter commercial cargo aircraft during a short domestic flight from Obano to Nabire in western Irian Jaya Province. The hijacker was the only passenger on the flight, together with four crew members. He was allowed to ride on the plane because he convinced the crew that he was not carrying a weapon, according to an official of the airline. Shortly after takeoff, the man pulled a gun from his bag and ordered the pilot to fly to his (the hijacker's) hometown of Manokwari, because he had not seen his family for many years. The pilot agreed but only after being permitted to refuel at Nabire. Upon arrival in Nabire, the pilot and crew fled, and the hijacker surrendered upon finding many policemen awaiting the plane's arrival. The aircraft was operated by the Irian Jaya government.

November 4, 1996—Shooting at Aeroflot Airlines Office—Philippines

An unidentified gunman on a motorcycle fired several shots at the Aeroflot Russian International Airlines office in Manila, breaking several windows. There were no injuries as a result of the attack, and no claims of responsibility were received.

November 15, 1996—Hijacking—Xiamen Airlines—China

A Chinese man, who reportedly was upset because his wife had left him and run off with their savings, hijacked a domestic Xiamen Airlines flight. The aircraft, with 171 passengers and crew on board, was en route to Xiamen from Guangzhou when the hijacker announced that he was in possession of explosives and demanded to be flown to Taiwan. The pilot agreed to divert the plane but continued to fly to Xiamen. Crew members and passengers subsequently overpowered the hijacker, and the flight landed safely in Xiamen where the hijacker was taken into custody.

November 20, 1996—Attempted Bombing—Manila Airport—Philippines

Airport security personnel discovered an improvised explosive device in an unattended bag on the sidewalk outside the arrival area of Ninoy Aquino International Airport. The device, consisting of three fragmentation grenades, a timing device, a battery, and blasting caps, was hidden in a water container that had been placed in a black canvas athletic bag. Explosive ordnance personnel removed the device to a safe area and used a water cannon to render it inoperable. There were no claims of responsibility for the incident.

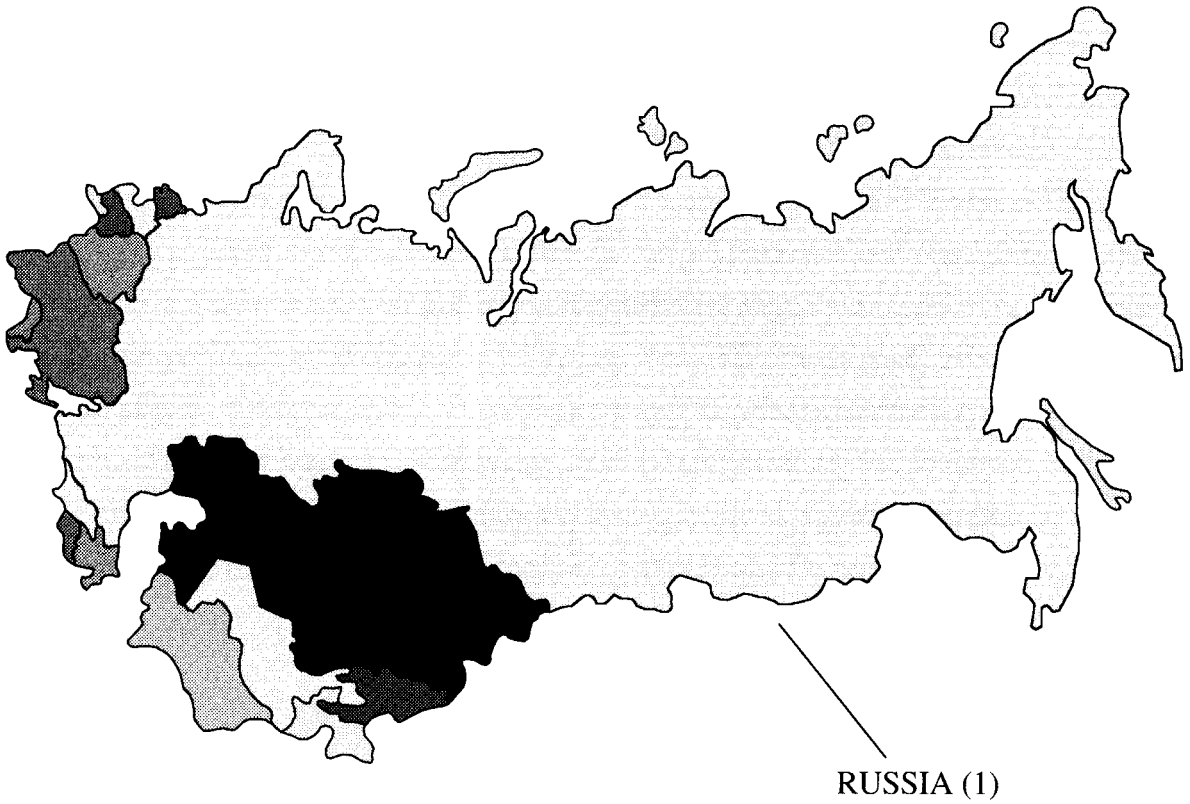
November 30, 1996—Attempted Bombing—All Nippon Airways Flight—Japan

A timed incendiary device was discovered inside checked luggage for an All Nippon Airways (ANA) flight from Matsuyama to Osaka. The device consisted of six propane canisters, several batteries, and a small clock concealed in a plastic bag. A Japanese man, later determined to have given a false address and telephone number, had checked the bag on the flight. When he failed to show up on the plane, the bag was off-loaded. Airline employees left the bag at the ANA counter in the event that the passenger returned. When the bag was not claimed, an ANA employee notified local airport police who discovered the device.

The individual who left the device has not been identified, and no person or group claimed credit. Neither the target nor the motive is known.

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CENTRAL EURASIA



Incidents included in statistics: 1

Incidents not included in statistics: 1

Chronology

November 3	Shooting at Donetsk Airport	Ukraine *
December 6	Hijacking—Krasnoyarsk Aviation Company	Russia

* Incident Not Included in Statistics

November 3, 1996—Shooting at Donetsk Airport—Ukraine *

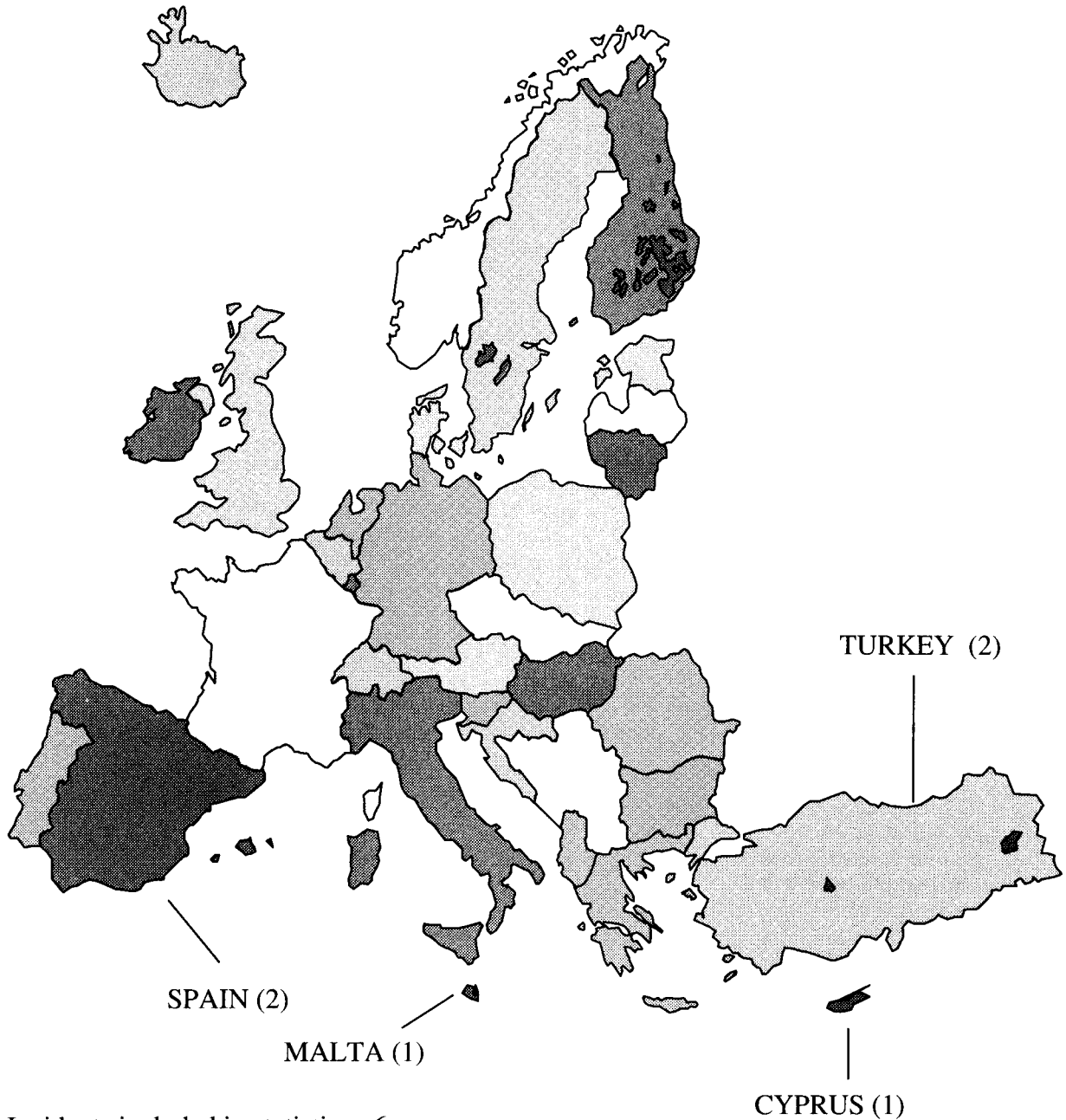
Yevhen Shcherban, a parliamentary deputy and reportedly Ukraine's richest person, was shot and killed at Donetsk Airport. Shcherban's plane, presumably a charter flight, had just landed and the passengers were deplaning when a car drove up. The occupants began to fire at the entourage with automatic weapons. Shcherban initially was not injured and began to run to his car, but the assassins shot him at pointblank range. One other person—an aviation technician—was also killed; five people, including Shcherban's wife and son, were hospitalized with gunshot wounds. The assassins abandoned and set fire to their car and the weapons at the end of the runway and escaped in another vehicle. No arrests have been made.

December 6, 1996—Hijacking—Krasnoyarsk Aviation Company—Russia

A man burst into the cockpit of a Krasnoyarsk Aviation Company YAK-40 aircraft during a flight from Krasnoyarsk to Boguchany. He held an object (NFI) in his hands and shouted "Let us fly to Holland. Over there, narcotics are sold freely." The man, apparently reacting to something that was said, struck the pilot, and a scuffle ensued. The would-be hijacker was overpowered, restrained, and turned over to authorities when the plane landed.

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EUROPE



Incidents included in statistics: 6

Incidents not included in statistics: 2

Chronology

March 8	Hijacking—Cyprus Turkish Airlines	Cyprus to Germany
March 10	Shootings at Airports	Denmark and Norway *
April 28	Bombing—Aeroflot Airlines Office	Turkey
May 12	Attempted Bombing—Ataturk Airport	Turkey
July 20	Bombing—Reus Airport	Spain
July 26	Hijacking—Iberia	Spain to United States
August 13	Robbery Aboard Air Inter Aircraft	France *
October 17	Hijacking—Aeroflot	Malta

* Incidents Not Counted in Statistics

March 8, 1996—Hijacking—Cyprus Turkish Airlines—Cyprus to Germany

Cyprus Turkish Airlines flight 007 was hijacked while en route from Ercan Airport in northern Cyprus to Istanbul, Turkey. The ordeal ended in Munich, Germany, approximately 11 hours later. The hijacker, brandishing a handgun, entered the cockpit of the Boeing 727 aircraft shortly after takeoff. The plane first landed at Sofia Airport in Bulgaria, was refueled, and took off again. At approximately 11:20 p.m. (local time), the plane arrived in Munich, Germany—nearly 5½ hours after being hijacked. All 108 passengers and crew on board the plane were released unharmed by approximately 5:15 a.m., on March 9. The hijacker peacefully surrendered soon thereafter. He was remanded to German custody and stood trial in October, charged with one count of interfering with air traffic and 108 counts of hostage-taking. He was convicted and sentenced to six years and 10 months of youth custody.

The hijacker acted alone, although he said—and authorities initially believed—there were accomplices on the plane. The handgun the hijacker carried was a toy, and a gasoline bomb he claimed to have was a fake (four perfume bottles filled with diesel oil). During the incident, the hijacker made statements concerning fighting in Chechnya, Russia, between rebels seeking autonomy and the Russian military. At his trial, the hijacker stated that he wanted to win sympathy for the Chechen separatists' cause against the Russians.

March 10, 1996—Shootings at Airports—Denmark and Norway *

Gunfire erupted between rival motorcycle gangs—the Hell's Angels and the Bandidos—at two Scandinavian airports. One person was killed and four others were wounded. At Copenhagen Airport, two Hell's Angels members were waiting outside the main terminal building for rival gang members returning from Helsinki, Finland. They opened fire, reportedly with automatic weapons, killing one Bandidos member and wounding three others. The gunmen initially escaped but were later arrested, together with a number of other gang members. At approximately the same time as this shooting, a similar event occurred at Oslo's Fornebu Airport which wounded one person. On November 11, six members of the Hell's Angels motorcycle gang went on trial in Copenhagen for the shooting incident at the airport. On December 20, three gang members were found guilty of manslaughter and attempted

manslaughter, while a fourth was convicted of attempted manslaughter. The two other defendants were acquitted.

April 28, 1996—Bombing—Aeroflot Airlines Office—Turkey

A pipe bomb detonated outside the office of Aeroflot Russian International Airlines in Istanbul, causing minor damage but no injuries. The 10:00 p.m. blast broke windows in the office, which is located on the ground floor of an eight-story building. The Organization for Solidarity with the Chechen Resistance Fighters, a group previously unknown in Turkey, claimed credit for the attack. It is believed that the bombing was in response to the death of a Chechen rebel leader, Dzhokar Dudayev, who was killed by Russian military forces several days earlier.

May 12, 1996—Attempted Bombing—Ataturk Airport—Turkey

An unexploded improvised explosive device was discovered in the international section of Istanbul's Ataturk Airport. The device was discovered in a bathroom after a bomb threat had been called in and the bomb squad alerted. The device was described as "rudimentary." There was no claim of credit.

July 20, 1996—Bombing—Reus Airport—Spain

An explosive device detonated in the passenger terminal at Reus Airport, located near the coastal city of Tarragona, causing 35 casualties. The airport is used mainly for tourist charter flights from other European airports. The device, which may have been placed in a trash container, exploded as three flights prepared for departure. The device detonated 20 minutes prematurely and only five minutes after a warning call was made to two local newspapers. The Basque Fatherland and Liberty (ETA) separatist organization claimed responsibility for the bombing.

July 26, 1996—Hijacking—Iberia—Spain to United States

Iberia flight 6621, a DC-10 aircraft, was hijacked while en route from Barajas Airport in Madrid to Havana, Cuba, and diverted to the United States. The plane landed at Miami International Airport, where the hijacker, a Lebanese male, immediately surrendered to the FBI. There were no injuries to the passengers or crew, and the plane was undamaged. The plane and its passengers were released after processing, and the flight continued on to Havana.

During the flight, the hijacker went into the rest room and assembled a fake bomb out of routine travel items in his carry-on bag. On July 28, two Palestinian males carrying fake Lebanese passports were arrested in Germany in connection with the hijacking. They acknowledged that they intended to participate in the hijacking but had backed out in Madrid. On December 18, the two Palestinians were charged with plotting to attack the Iberian flight. The hijacker has been indicted and is scheduled to stand trial in Miami in early 1997. The motive for the hijacking is not clear.

August 13, 1996—Robbery of an Air Inter Aircraft—France *

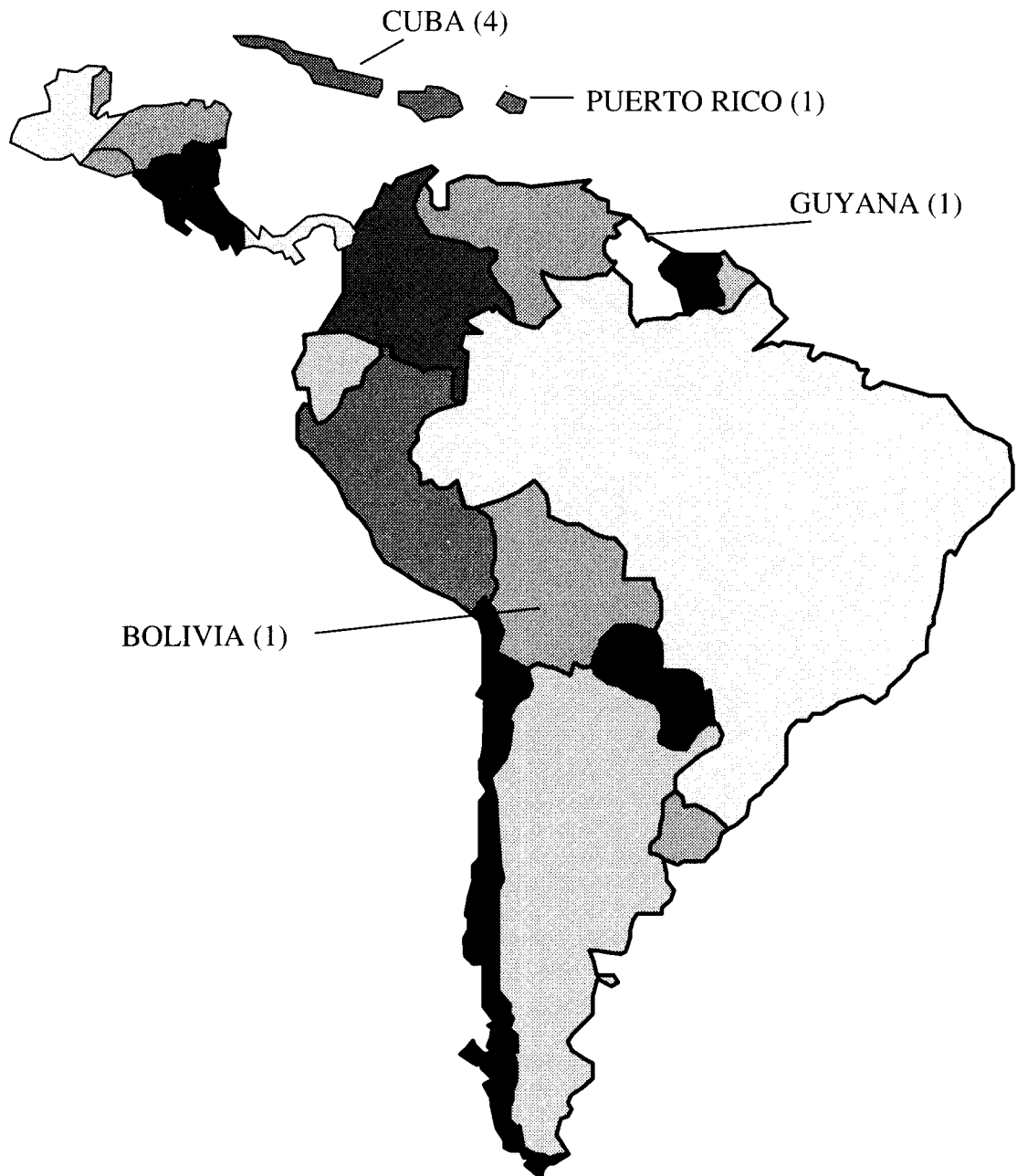
The French domestic carrier was robbed upon landing at Perpignan's Llabanere Airport in southern France. The Airbus-320 aircraft, en route from Paris to Perpignan, had landed safely when several armed individuals approached and blocked the plane. The gunmen then opened the baggage hold from the outside and stole over \$800,000 before escaping. There were no injuries to the plane's passengers or crew.

October 17, 1996—Hijacking—Aeroflot—Malta

Aeroflot flight SU 417, a TU-154 aircraft with 180 passengers, was hijacked while en route from Moscow, Russia, to Lagos, Nigeria. The hijacker was a Nigerian who had boarded the plane during a stopover in Valetta, Malta. He claimed to have a knife and demanded that the plane be diverted to either Germany or South Africa. Two Austrian police officers were on board the plane accompanying three Nigerians who were being deported from Austria to Nigeria. They noticed a commotion in the cockpit and overpowered the hijacker using pepper spray. The hijacker was turned over to Nigerian authorities when the plane landed.

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LATIN AMERICA AND THE CARIBBEAN



Incidents included in statistics: 7
Incidents not included in statistics: 1

Chronology

February 24	Shooting at Cessna Skymaster Aircraft (Two incidents)	Cuba
May 29	General Aviation—Robbery	Puerto Rico
July 3	Attempted Bombing—La Paz Airport	Bolivia
July 7	Hijacking—Cubanacan	Cuba
August 16	Charter Aviation Hijacking	Cuba to United States
November 2	Prevented Hijacking	Brazil *
November 27	Charter Aviation Hijacking— Roraima Air Charter	Guyana

* Incidents Not Counted in Statistics

February 24, 1996—Shooting at Cessna Skymaster Aircraft—Cuba (Two Incidents)

Cuban fighter aircraft shot down two of three unarmed aircraft piloted by members of the Cuban exile group, “Brothers to the Rescue” (BTTR), killing all four people aboard the two planes. The Cessna aircraft contacted the Havana, Cuba, civilian air traffic controller with information of an intent to operate south of the 24th Parallel. The 24th Parallel is Cuba’s secondary Air Defense Identification Zone and lies outside of Cuban territorial airspace. The aircraft were informed of the danger of operating in this area but replied that they were aware of the risks and would fly in nonetheless. The three aircraft then went beyond the 24th Parallel.

At approximately 5:24 p.m., a Cuban MIG-29 pilot requested permission to destroy one of the planes. The shoot down of the plane occurred approximately five nautical miles outside of Cuban territorial airspace. The MIG pilot noted another plane in sight seven minutes later. He requested and received permission to destroy this aircraft. The second shoot down occurred approximately 16 nautical miles short of Cuban airspace. The lead BTTR plane returned safely to Miami, Florida, after having penetrated three nautical miles inside Cuban airspace. Of the three BTTR aircraft, this was the only one to actually penetrate Cuban airspace.

May 29, 1996—General Aviation Robbery—Puerto Rico

While on a stop at Antonio Juarbe Airport in Arecibo, an Aztec Airlines Piper aircraft was robbed. The plane had landed at the airport during a scheduled flight transporting cash and checks for a private firm. The pilot and a security guard, upon entering the terminal, were assaulted by two armed assailants and forced back to the plane. The pilot had to unlock the aircraft and fly to Fernando Ribas Dominicci Airport in San Juan. The gunmen then escaped with some of the money bags that were in the plane. During the incident, the pilot was struck on the head by one of the gunmen and injured, but he was still able to fly the plane. The security guard was not injured.

July 3, 1996—Attempted Bombing—La Paz Airport—Bolivia

An explosive device was discovered by a cleaning crew in a public rest room at the international airport at La Paz. Authorities were notified, and the device was disarmed and removed. No group claimed responsibility for this incident.

July 7, 1996—Hijacking—Cubanacan—Cuba

An Antonov AN-2 aircraft belonging to the Cuban national air service, Cubanacan, was hijacked and forced to land at the U.S. navy base at Guantanamo. The hijacker, a Cuban Interior Ministry official, allegedly used a firearm to force the pilot of the plane to land at the U.S. base. The plane was on a regularly scheduled domestic flight out of Bayamo, with stopovers in Santiago, Guantanamo City, Baracoa, and Moa. Seven other passengers and the crew were aboard the plane, and all immediately expressed their desire to leave the U.S. base. They were allowed to do so. The hijacker asked for political asylum and was held by U.S. authorities at Guantanamo pending an investigation. The suspect

was brought to the United States and arraigned in U.S. District Court, Washington, DC, October 25 on charges of air piracy.

August 16, 1996—Charter Aviation Hijacking—Cuba to United States

Three Cubans hijacked a small four-seat, single-engine Wilga aircraft as it departed from Guana-bacoa, Cuba. The hijackers used weapons to threaten the pilot and force him to fly toward the United States. The plane ran out of fuel, however, ditched into the Gulf of Mexico off the Florida coast. The Cubans were brought aboard a Russian freighter and turned over to U.S. authorities. The three hijackers asked for political asylum, but the pilot desired to return to Cuba and was allowed to be repatriated. The three men will be prosecuted in the United States.

November 2, 1996—Prevented Hijacking—Brazil *

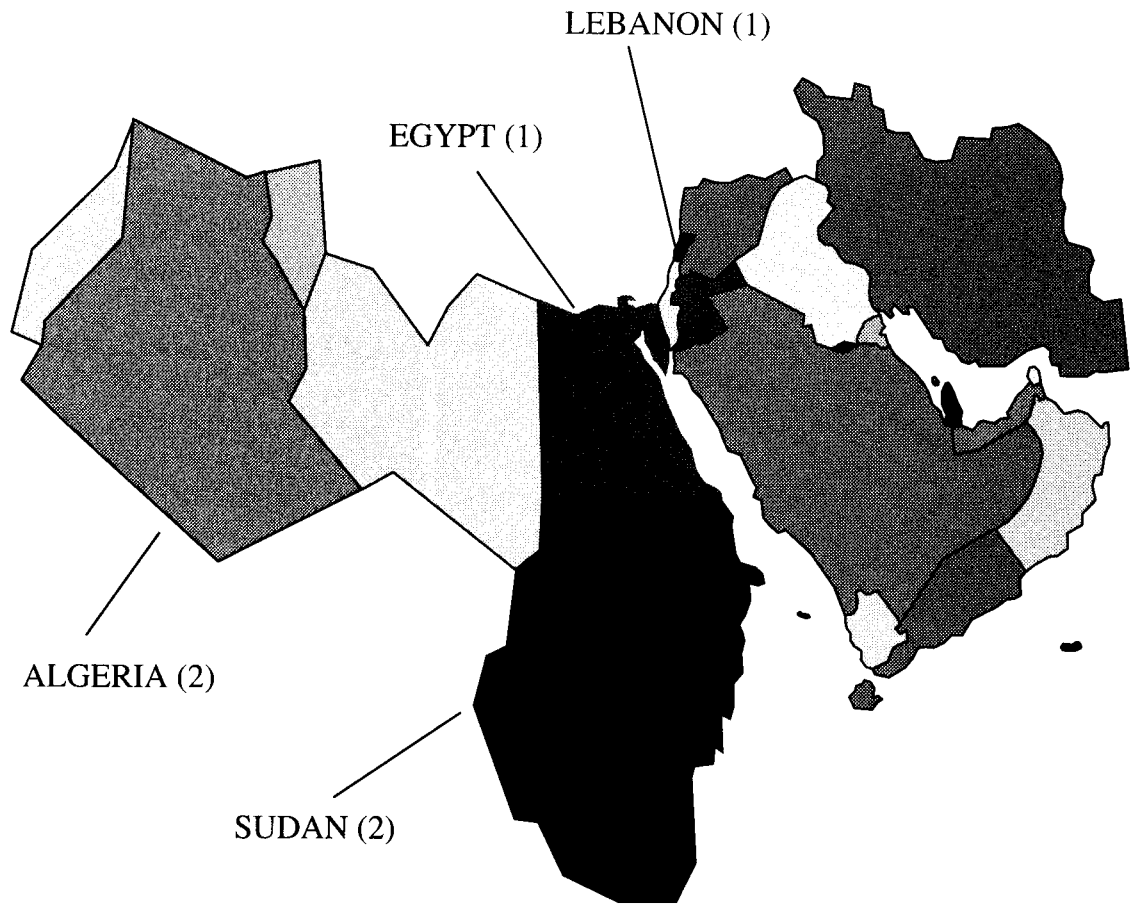
Brazilian Federal Police (PF) prevented the hijacking of a Brazil Central Airlines plane in Barra Dos Garcas. The plane was to be hijacked during a flight from Brasilia to Cuiaba by three Cali Cartel drug traffickers and a fourth individual (a Bolivian) who was a pilot. The hijackers planned to leave the passengers and crew at an airfield on the Brazilian border and then fly to Colombia; however, an informant told police about the plot. Two hijackers reportedly boarded the plane in Brasilia and two others boarded during a stopover in Barra Dos Garcas. Police then surrounded the aircraft while five plainclothes police officers on board posing as passengers overpowered the hijackers. Two conspirators were also arrested at a small, clandestine airfield where they were to refuel the hijacked plane. PF investigations revealed that the Cali Cartel has been stealing planes from Brazilian regional airfields for at least six years. The drug traffickers prefer planes that serve regional routes, can hold up to two tons of cargo, and can fly up to seven hours without refueling.

November 27, 1996—Charter Aviation Hijacking—Roraima Air Charter—Guyana

On November 26, two Guyanese citizens chartered a Roraima Air Charter plane to fly the following day to Kwebanna in northwest Guyana to pick up five passengers returning to Georgetown. The next day, the five people boarded the twin-engine Islander aircraft at Kwebanna. Three of the men were Spanish-speakers, possibly Colombian, and the others were Guyanese. Shortly after takeoff the two pilots felt guns at the back of their heads. One of the passengers told the captain to fly to Trinidad but was told that the plane did not have enough fuel. The hijackers then forced the pilot to return to Kwebanna where a truck brought to the plane three containers of what was supposed to be aviation fuel. After the containers were loaded on the plane, the two British pilots and a Guyanese passenger were tied up and removed from the plane. The aircraft then took off in a westward direction. The plane had fuel for 2½ hours flying time; if the containers brought on board had fuel, then there would be enough fuel for an additional four hours flying time.

Several days later, it was reported that the Guyana Defense Force identified an emergency signal emanating from a site near Ebini and Oreali, about 50 miles east of Georgetown. An aircraft was reportedly being sent to investigate, but no further information is available.

MIDDLE EAST AND NORTH AFRICA



Incidents included in statistics: 6

Chronology

March 24	Hijacking—Sudan Airways	Sudan to Eritrea
March 27	Hijacking—Egypt Air	Egypt to Libya
July 25	Commandeering—Air Algerie	Algeria
August 26	Hijacking—Sudan Airlines	Sudan to England
September 3	Charter Aviation Hijacking—Hemus Air	Lebanon to Norway
October 30	Attack—Algiers Airport	Algeria

March 24, 1996—Hijacking—Sudan Airways—Sudan to Eritrea

A regularly scheduled Sudan Airways domestic flight carrying 47 passengers from Khartoum to Port Sudan was hijacked by two Sudanese oppositionists and diverted to Asmara, Eritrea. Approximately 20 minutes after takeoff, the two hijackers, armed with pistols, approached the head steward and threatened to blow up the plane if the flight was not diverted to Asmara. The pilot complied with their demand and the plane landed at Asmara, whereupon the hijackers surrendered to Eritrean security officials. The two hijackers opposed the current state of affairs in Sudan and were subsequently granted political asylum in Eritrea.

March 27, 1996—Hijacking—Egypt Air—Egypt to Libya

An Egyptian man and his teen-aged son and nephew hijacked Egypt Air flight 104 a few minutes after takeoff from Luxor in southern Egypt. The Airbus A-310 aircraft was en route to Cairo with 145 passengers. The hijackers claimed to possess explosives and demanded to meet with world leaders. The pilot diverted the plane to Libya and landed at the Libyan military airfield of Martuba, approximately 120 miles from the Egyptian border. The hijackers surrendered to Libyan authorities and stated that they had a message from God to deliver to Libyan leader, Muammar Qadhafi.

The passengers' return to Egypt was delayed by Libyan officials who claimed that the plane had been damaged during landing. Egyptian authorities sought permission from the United Nations, whose sanctions currently prohibit international flights to Libya, to send an aircraft to retrieve the passengers. The passengers were returned to Egypt the following day. Libya extradited the hijackers to Egypt, where they were prosecuted.

July 25, 1996—Commandeering—Air Algerie—Algeria

An Air Algerie aircraft was commandeered just prior to its departure from Oran's es-Senia Airport to Algiers. One of the 232 passengers on board threatened to blow up the Boeing 767 aircraft unless he was taken to the United States. He carried what he claimed to be an explosive device. The incident ended peacefully around 1:30 p.m. (local), approximately 4½ hours after it began. Authorities negotiated the release of all hostages, and the individual was taken into custody. The device he carried was a fake; his motive is unknown.

August 26, 1996—Hijacking—Sudan Airlines—Sudan to England

Sudan Airlines flight 150 was hijacked shortly after departure from Khartoum, Sudan, en route to Amman, Jordan. The Airbus A-310 aircraft carried 186 passengers and 13 crew members. Seven Iraqis, some claiming to have explosives, demanded to be taken to England. The plane was low on fuel, however, and landed shortly before midnight in Larnaca, Cyprus, for refueling. The hijackers refused to release any hostages and threatened to blow up the plane unless they were allowed to leave for England. The hijacked plane departed Larnaca at approximately 1:50 a.m. and touched down at London's Stansted Airport at 4:30 a.m., after a 4½ hour flight.

The hijackers demanded to speak with a representative from the Iraqi Community Association, a social welfare organization which deals with Iraqi refugees. The hijackers also permitted most hostages to be released in small groups. Approximately five hours after landing at Stansted, the hijackers peacefully surrendered. They were found to carry knives and fake explosive devices. None of the passengers or crew were injured during the ordeal.

The hijackers, some of whom had family members on the plane, were seeking political asylum for themselves and their families. The hijackers were arrested and will stand trial in England. In addition, Sudanese authorities arrested four employees of travel agencies for assisting the Iraqi hijackers.

September 3, 1996—Charter Aviation Hijacking—Hemus Air—Lebanon to Norway

A Tupolev TU-154 aircraft chartered by Hemus Air of Bulgaria was hijacked while en route to Varna, Bulgaria, from Beirut, Lebanon. The plane, which carried 150 passengers and eight crew members, was owned by Balkan Airlines. A lone hijacker seized control of the plane shortly before it was to land at Varna. He carried a box which he claimed to be an explosive device and demanded to be taken to Norway. The plane landed as scheduled, but the hijacker threatened to detonate the device unless the plane was refueled. All passengers were released in exchange for fuel. The plane then departed for Norway and landed at Gardemoen, where the hijacker surrendered and requested asylum. The hijacker, a Palestinian, was not armed, and his bomb was a fake. Lebanese authorities are seeking extradition of the hijacker so that he may face charges in Lebanon.

October 30, 1996—Attack—Algiers Airport—Algeria

A home-made mortar round was fired at Houari Boumedienne International Airport in Algiers. The projectile, which was fired from the periphery of the airport, reportedly landed on the haulage runway. There was limited damage and no injuries. No group claimed credit for the attack, but Islamic militants are suspected.

NORTH AMERICA



Incidents included in statistics: 0

Incidents not included in statistics: 1

Chronology

July 17

Explosion Aboard TWA 800

United States *

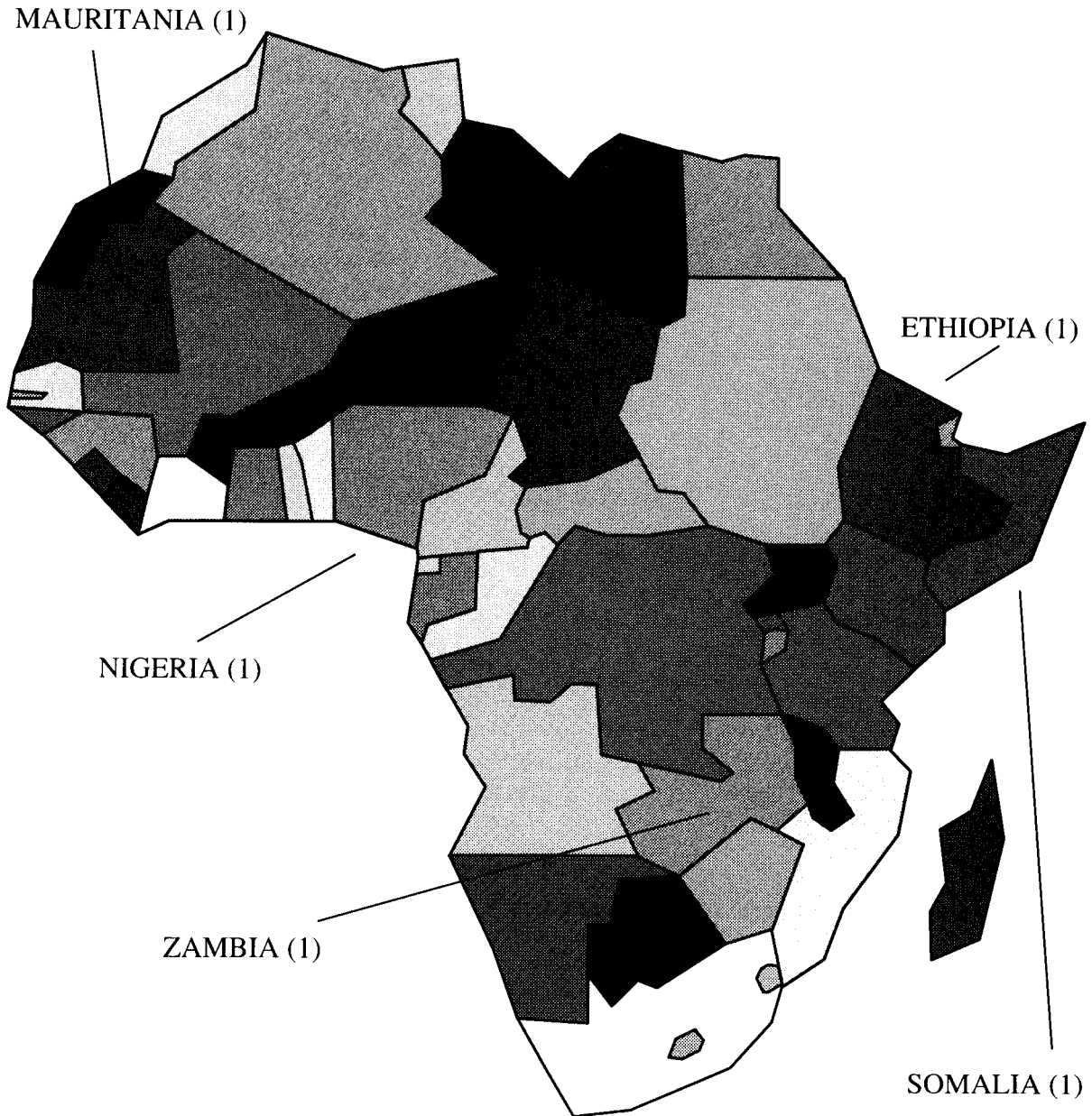
* Incident Not Counted in Statistics

July 17, 1996—Explosion Aboard TWA Flight 800—United States *

TWA flight 800 exploded in mid-air shortly after takeoff from JFK International Airport en route to Paris, France, and plunged into the Atlantic Ocean. All 230 persons aboard the Boeing 747 aircraft were killed. It was determined that the plane's center fuel tank exploded. Despite exhaustive efforts to find a cause, however, by year's end it still was not known why this happened. Theories are that a catastrophic mechanical failure or a missile attack caused the explosion or that a hidden bomb detonated on board the plane.

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SUB-SAHARAN AFRICA



Incidents included in statistics: 5

Incidents not included in statistics: 1

Chronology

January 19	Bombing—Kano Airport	Nigeria
June 6	Bombing—Lusaka Airport	Zambia
June 21	General Aviation Hijacking	Somalia
August 9	Hijacking—Air Mauritania	Mauritania
November 14	Bombing Near Lagos Airport	Nigeria *
November 23	Hijacking—Ethiopian Airlines	Ethiopia to Comoros Islands

* Incident Not Counted in Statistics

January 19, 1996—Bombing—Kano Airport—Nigeria

An explosive device detonated in the rest room of a departure lounge at Kano Airport. The explosion caused some damage but no injuries. There was no claim of responsibility.

June 6, 1996—Bombing—Lusaka Airport—Zambia

An explosive device detonated at Lusaka International Airport killing one police officer and seriously wounding another. The explosion took place in a rest room on the second floor of the main terminal. Reportedly, the device exploded as police approached to examine it. There was no claim of responsibility, but political opposition groups, such as the Black Mamba, are suspect.

June 21, 1996—General Aviation Hijacking—Somalia

A general aviation aircraft was hijacked while en route from Somalia to Kenya. Two armed men with pistols and hand grenades forced the plane to land at an airstrip near Kilwayne, Somalia. The hijackers released the passengers unhurt but stole \$30,000 (U.S.). The plane had been hired by a Somali businessman to transport khat, a narcotic plant stimulant, from Kenya to Somalia, and the plane was returning when it was hijacked. The hijackers were able to board the flight at the K-50 airstrip near Mogadishu by posing as businessmen going to Nairobi. The K-50 airstrip is controlled by General Mohamed Aided's United Somali Congress/Somali National Alliance faction militiamen.

August 9, 1996—Hijacking—Air Mauritania—Mauritania

An Air Mauritania Fokker 28 aircraft, en route from Las Palmas to the capital, Nouakchott, was hijacked. The male hijacker, armed with a gun, entered the cockpit and ordered the pilot to fly to Morocco. The pilot disarmed the hijacker, but a shot was fired and the bullet lodged in the roof of the plane. The plane was flown to Nouakchott where the hijacker, identified as a policeman from the northern mining town of Zouerate, was handed over to police. The hijacker offered no motive for the incident, and no injuries were incurred.

November 14, 1996—Bombing Near Lagos Airport—Nigeria *

A car bomb exploded near Murtala Muhammad International Airport in Lagos killing the driver, a woman passenger and the chief of security at the airport. Reportedly, the security chief was leaving the airport when the explosion occurred. There were no claims of responsibility for the incident.

November 23, 1996—Hijacking—Ethiopian Airlines—Ethiopia to Comoros Islands

An Ethiopian Airlines B-767 aircraft, en route from Addis Ababa, Ethiopia, to Nairobi, Kenya, was hijacked by three Ethiopians who demanded to fly to Australia. The aircraft ran out of fuel, however, and crashed into the Indian Ocean near the Comoros Islands. The hijackers claimed to have a

bomb when they forced their way into the cockpit and insisted on flying to Australia, but the pilot stated that there was not enough fuel to fly that distance. Of the 175 passengers and crew on board, 52 survived, including the pilot and copilot. The hijackers' motive was to escape from conditions of poverty in their country.

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FEATURE ARTICLES

The Hijacking of Ethiopian Airlines Flight 961

On November 23, 1996, an Ethiopian Airlines B-767 aircraft en route from Addis Ababa, Ethiopia, to Nairobi, Kenya, was hijacked by three Ethiopian males. The aircraft carried 163 passengers and 12 crew members from over 35 nations. The hijacking occurred at approximately 11:20 a.m. (zulu) in Ethiopian airspace. Approximately 20 minutes into the flight, the three Ethiopian males separately approached the cockpit from the rear of the aircraft. At least two of them had been in the lavatory before the aircraft took off. One of the men ran down the aisle toward the cockpit shouting statements that could not be understood, and his two accomplices followed soon after. The hijackers were described as young (mid-twenties), inexperienced, psychologically fragile, and intoxicated. They were clean shaven and dressed in Western clothes, and one wore a black stocking cap which covered his face.

When the three men reached the cockpit, one or more forced their way in. After 15 minutes, the co-pilot had been beaten and forced from the flight deck. The hijackers were armed with a fire extinguisher and small fire ax, and they threatened to blow up the plane with a bomb. The hijackers announced on the intercom in Amharic, French, and broken English that they were “opponents” of the Ethiopian government seeking political asylum and had recently been released from prison. They stated they were changing the direction of the aircraft and threatened to blow it up if interfered with. It was later discovered that their “bomb” was a covered, unopened bottle of liquor.

The hijackers instructed the pilot to fly to Australia at an altitude of 39,000 feet, saying they knew that the aircraft could reach that destination since it could fly 11 hours. During the course of the hijacking, however, arguments erupted as the pilot tried to convince the three men that the plane was running out of fuel.

Two of the hijackers remained in the cockpit, while the third man was posted outside the door. During the four-hour ordeal, the hijackers were primarily interested in keeping firm control of the cockpit area, and they never returned to other sections of the aircraft. Occasionally, however, the two men in the cockpit met with their accomplice. The hijackers appeared uninterested in the passengers as long as they kept away from the cockpit. No interaction existed between the hijackers and passengers; passports, identity papers, or nationalities were not requested. The mood of the hijacking was unusual in that the passengers carried on their normal activities of eating, reading, sleeping, and conversing quietly without interference.

The passengers had the impression that the hijackers were unprepared and not well rehearsed. The consensus among the passengers was that an assault against the hijackers would be safer when the aircraft landed for refueling rather than in flight because of the risk of provoking the three men to detonate the explosive device. Escaping out the emergency exits once the aircraft had landed to refuel was also part of the passengers’ planning. Overall, the passengers were calm; however, they were unaware of arguments between the pilot and the hijackers regarding the aircraft’s destination and

dwindling fuel reserves. The passengers, furthermore, had no idea of the direction of the aircraft and only guessed it had taken a southern route to eastern Zaire.

The pilot was flying south along the east coast of Africa instead of east over the Indian Ocean toward Australia as instructed by the hijackers. Three and one-half hours into the flight, one engine ran out of fuel and stopped, causing the aircraft to drop from 39,000 to 25,000 feet. Upon realizing that their instructions had not been followed, the hijackers reacted strongly by threatening the pilot, who thought the hijackers would detonate the explosive device or take some other extreme action. The pilot then made the first of only two communications to the passengers during the ordeal, informing them of the fuel shortage and the loss of an engine. His further instructions were to maintain calm and prepare for an emergency landing by securely putting on, but not inflating, life jackets.

The reaction of the passengers to these instructions ranged from calm to panic. In the business class section, the search for life jackets was initiated by a passenger. While the flight attendants assisted those who were distraught, the passenger located the life jackets in an unmarked metal box lying between the seats and assisted in distributing them.

The plane continued to lose altitude and began to sway. A few passengers stood up motioning an intent to confront the hijackers, but the rest of the passengers urged against the action. Much of this time was consumed by instructions being exchanged between passengers and crew on proper use of the life jackets. Despite the crew's instructions, sounds of life jackets being inflated could be heard throughout of the aircraft.

Soon after his first communication to the passengers, the pilot made his second and final announcement instructing passengers to assume a pre-crash position. This involved their bending forward with pillows on their heads in order to brace for a hard landing. The passengers' reactions were the same as earlier, varying from calm to panic. At least one flight attendant prayed on the floor, and a father held three children in his lap. One physically large passenger again urged that the hijackers be attacked, but the consensus among other passengers remained that such action would result in everyone's death. The pilot signed off by stating that the passengers knew the hijackers were responsible and implied that if the hijackers survived, the passengers would be able to identify them.

By now, the aircraft had run out of fuel, the second engine had stopped, and the plane continued to lose altitude. Electricity was out and the cabin became dark and quiet. The plane was approaching the Comoros Islands. The pilot had been given clearance to land at Moroni Airport, Grand Comoro, but he knew the plane would not reach it. He tried to land the plane in the water near the Galawa seaside resort. The hijackers, however, realizing that they had failed, attempted to take control of the instruments. They wanted to turn the hijacking into a suicide mission by crashing into the resort. The struggle in the cockpit between the pilot and a hijacker was evident as the aircraft, gliding at 200 miles per hour without flaps down, approached the water. Presumably, a wing tip skimmed the water, which caused the plane to overturn at least once and break into three segments. The plane crashed 500 yards from the resort and 16 miles from Moroni Airport; 123 of the 175 passengers and crew died. The majority of the survivors were hanging on to the fuselage section, which was floating; the rear section of the plane was submerged. Many victims were killed as a direct result of the impact, or they drowned because their inflated life jackets prevented them from swimming out of the water-

filled fuselage. The pilot and copilot survived but the hijackers did not. Two suspects were initially detained but were not identified by the survivors as the hijackers and were released.

Several boats and small vessels were immediately sent from the resort to the crash site. The resort's open air restaurant was turned into a triage station staffed by ten vacationing French and South African doctors, and patients were later sent to Moroni Hospital. Looting of the wreckage and victims by some locals also took place.

Flight 961 was one of the deadliest hijackings in history. From 1990–1995, ten hijackings took place in Ethiopia by Ethiopians seeking political asylum and escape from poverty conditions in their country. However, only one injury resulted from these hijackings, and all the hijackers surrendered to authorities when the incidents were safely over. Flight 961 is significant in that it validates a continued threat to civil aviation in a region where air carrier activity has increased substantially in recent years. The threat against air carriers in the area is also heightened by the hijackers' change to lethal tactics not demonstrated in previous incidents.

The Hijacking of Iberia Flight 6621

On July 26, 1996, Iberia flight 6621 was hijacked and diverted to Miami International Airport by a lone Palestinian hijacker. The DC-10 aircraft, with a total of 218 passengers and 14 crew members, had departed from Barajas International Airport in Madrid, Spain, at approximately 1240 hours local and was en route to Jose Marti International Airport in Havana, Cuba. The hijacking occurred about seven hours into the flight (and about two and one-half hours from Havana) when it was approximately 200 miles southwest of Bermuda. The lone hijacker, seated in seat 8D, grabbed the arm of a male flight attendant and stated he wanted to speak to the Captain. The flight attendant had just brought a cup of water to this passenger, whom he described as looking pale and acting in a nervous manner. The hijacker told the flight attendant that he did not wish to go to Havana for fear he would be arrested once the aircraft landed in Cuba. As the flight attendant opened the cockpit door to brief the Captain on this nervous passenger's situation, the hijacker, who had followed the attendant to the front of the plane, pushed his way past the attendant and entered the cockpit.

The 28-year-old hijacker was wearing a blue overcoat and was carrying what appeared to be a small knife and a black plastic rectangular box which he claimed was a bomb. The box, which was approximately the same size as a cigarette pack and about six inches in length, had a bare wire or cable protruding from one end. The hijacker later admitted that he had gone to the lavatory in the front of the aircraft at approximately 1350 hours to prepare the weapons for the hijacking. He used routine travel items from his dark blue carry-on bag to assemble the improvised knife and fake bomb. Later investigation revealed that the knife was actually one blade from a pair of scissors, four inches in length, with black electrical tape wrapped around the handle. The hoax improvised explosive device was actually a black electric razor that was covered with aluminum foil and then wrapped with black electrical tape. Several pieces of black wire, which were visibly protruding from the device, were held in place with the tape. A total of two AA batteries, taken from a small "Walkman"-type cassette player in the hijacker's carry-on bag, were also taped to one end of the razor. The improvised knife and the fake bomb were the only weapons used during the hijacking.

The hijacker spoke to the Captain in English and identified himself as a Palestinian who lives in Lebanon. The hijacker told the Captain that he had a bomb. He also said that he did not wish to go to Cuba and asked the Captain to fly him to the United States. The Captain told the hijacker he could land the aircraft in Miami and the hijacker consented, saying that anywhere in the United States was okay. The Captain then tried to persuade the hijacker to remain calm while the aircraft diverted to Miami. The hijacker remained in the cockpit for the duration of the incident.

Negotiations with the hijacker began about twelve minutes before the aircraft began its descent into Miami and continued after the plane landed at Miami International Airport at 1500 hours. He remained uneasy and at one point asked the Captain to show him proof that the aircraft was actually in Miami and not Havana. The Captain pointed to all of the aircraft with U.S. flags on them and this seemed to reassure the hijacker. Shortly after, the hijacker informed the pilot that he was willing to surrender. The hijacker then stepped out of the aircraft with his hands in the air and walked down

a set of stairs. He surrendered without incident at 1527 hours and was taken into custody by agents from the Federal Bureau of Investigation. The aircraft was not damaged, and there were no injuries to any of the passengers or crew members. The flight, carrying mostly Spanish tourists, departed for Havana at 2112 hours after a thorough search of the aircraft and off-loading of all passengers, cargo, checked baggage, and carry-on bags.

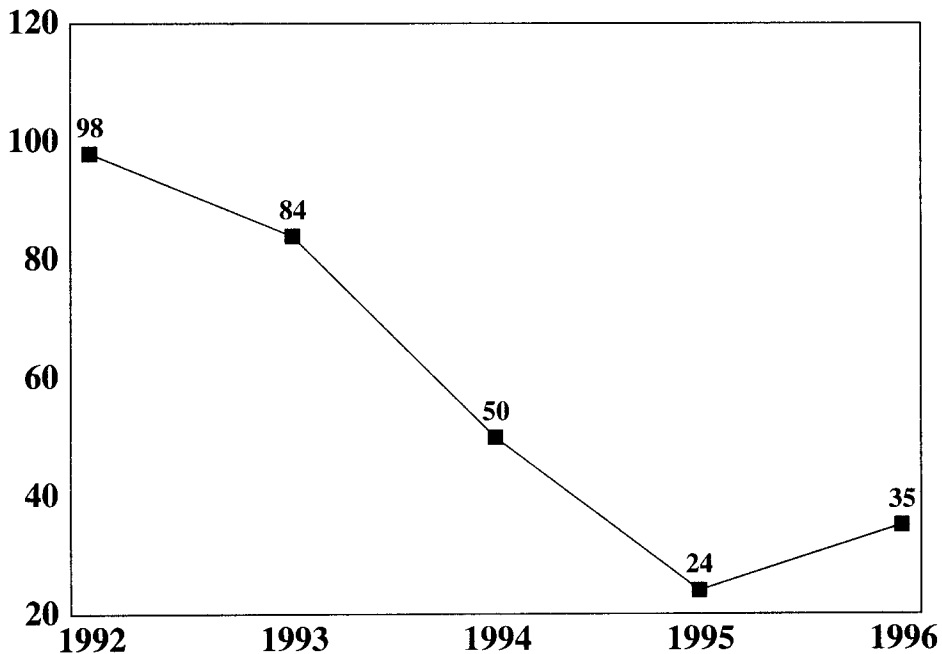
In an unusual development in the case, two Palestinian men carrying Lebanese passports were arrested in Saarbruecken, Germany, on July 28, 1996, in connection with the Iberia hijacking. The two were arrested at the Franco-German border as they tried to enter Germany without valid visas. The two men acknowledged that they intended to participate in the hijacking but backed out while they were at the airport in Madrid. On December 18, 1996, the two Palestinians, who were imprisoned in Germany, were charged with plotting to attack the Spanish aircraft. German prosecutors allege the two were aware of the hijacker's intentions and they could face up to 15 years in prison if found guilty. The trial of the sole hijacker is scheduled to begin on April 21, 1997. He has been charged with air piracy and, if convicted, would face a minimum mandatory sentence of 20 years in prison.

TRENDS

1992–1996

Introduction

FIVE YEAR SUMMARY Worldwide Civil Aviation Incidents 1992-1996



This section contains an examination of trends for the five-year period 1992–1996. Significant incidents involving civil aviation are separated into one of the following categories:¹

- “Hijackings of Civil Aviation Aircraft,”
- “Commandeerings of Civil Aviation Aircraft,”
- “Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft,”
- “Shootings at In-Flight Aircraft,”
- “Attacks at Airports,”

¹ An explanation of a category, if necessary, may be found in the first paragraph of the category’s five-year summary.

- “Off-Airport Facility Attacks,” and
- “Incidents Involving Charter and General Aviation Aircraft.”

Charts are included to present a visual perspective of these incidents.

There were more incidents recorded in 1996 than in 1995. This is the first time in several years that the number of incidents increased over a previous year's statistics. The number of incidents in 1996, however, is still far fewer than what was recorded at the beginning of the five-year period. Thirty-five incidents were recorded in 1996, eleven more than 1995; there were 50 incidents in 1994, 84 in 1993, and 98 in 1992.

In comparing 1996 statistics with those in 1995, increases were noted in all incident categories except one. The greatest increase in numbers occurred in “Hijackings of Civil Aviation Aircraft,” (+5 incidents). Two categories in which no incidents were recorded in 1995—“Commandeerings” and “Bombings/Shootings/Attempted Bombings on Aircraft”—each recorded one incident in 1996. Other categories include “Attacks at Airports” (+3 incidents), “General/Charter Aviation” (+2 incidents), and “Shootings at Aircraft” (+1 incident). Only in “Off-Airport Facility Attacks” were fewer incidents recorded (-2) in 1996 than in 1995.

Although the number of incidents increased in 1996, the 35 incidents recorded is only slightly more than one-third the number recorded in 1992 (98 incidents). This overall decline for the five-year period is shown quite distinctly on the chart on the previous page. Interpretation of the data is necessary, however, to avoid incorrect conclusions.

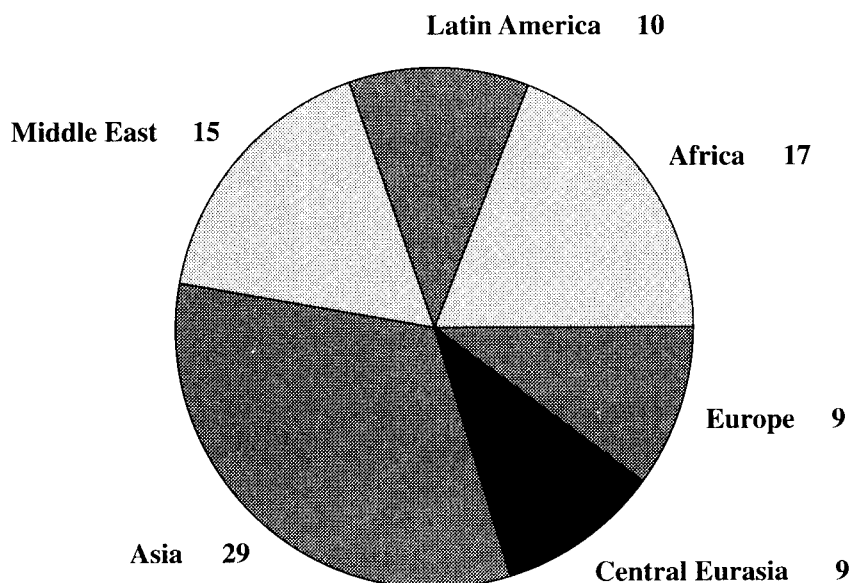
Some statistics are high because a sharp increase in attacks (a “spike”) was recorded within a specific incident category or in a geographic region. For example, in the category “Off-Airport Facility Attacks,” 70 incidents were recorded in 1992 and 1993, compared to nine incidents between 1994 and 1996. Thirty-seven of these 70 incidents were against Turkish interests, mostly Turkish Airlines offices (24 of 50 incidents in 1992, and 13 of 20 in 1993). In contrast, only two of the nine incidents recorded between 1994 and 1996 were against Turkish interests. A comparable situation occurs in the “Hijacking” category. Approximately one-third of all hijackings in the five-year period occurred in 1993. Thirteen of the 31 incidents that year were recorded in China, committed mostly by people attempting to leave the country. If these “spikes” were factored out, the statistics for the period would show less variation.

The majority of the 291 incidents in this five-year period did not involve breaching security at airports or on aircraft. In fact, more than one-fourth of the incidents were attacks against soft targets (ticket offices), and many of the 89 hijackings involved the use of threats rather than real weapons or explosives smuggled on board. It would be easy to interpret from this data that the threat to civil aviation is waning, when, in fact, it is not. Planes are still being hijacked (whether or not with a real weapon) and are being shot at and shot down, and bombs are still being placed at airports. Furthermore, the bombings of Alas Chiricanas Airline flight 91 in July 1994 and Philippine Airlines flight 434 in December 1994 attest that this threat still exists. An even greater indicator that civil aviation remains a target involves a plot that, fortunately, did not occur. This was the 1995 plan to place explo-

sive devices on 12 U.S. airliners in the Far East for which Ramzi Yousef was convicted in 1996. Yousef was also tried and convicted in the Philippines Airlines bombing.

Overall, the number of incidents recorded from 1992 through 1996 has dropped by nearly two-thirds. This, however, has not translated into a corresponding decline in the threat to civil aviation interests, as Ramzi Yousef's Far East plot proves. There is every reason to believe that civil aviation will continue to be an attractive target to terrorist groups. The publicity and fear generated by a terrorist hijacking or bombing of an airplane can serve as a powerful attraction to a group seeking to make a statement or promote a particular cause. Civil aviation will also continue to be used by individuals, such as asylum seekers, acting to further personal goals. So long as factors such as these exist the threat to civil aviation will remain significant; that some years pass with fewer incidents does not necessarily indicate the threat has diminished.

Hijackings of Civil Aviation Aircraft



Hijackings of Civil Aviation Aircraft, 1992-1996
89 Incidents

An incident is a hijacking rather than a commandeering when the aircraft is in an in-flight status, that is, once its doors are closed. By this definition, a hijacking can occur on the ground. Hijackings are distinguished from other in-flight situations (such as those involving unruly passengers) by one or more of the following criteria: the act involves the use of a weapon; it is committed by a terrorist group; there are deaths or injuries to passengers or crew; or there is premeditation (hoax device, fake weapon, previously prepared note, more than one hijacker, etc.). Hijacking incidents involving general aviation or charter aircraft are not included in this category.

Between 1992 and 1996, eighty-nine hijackings of civil aviation aircraft were recorded worldwide. Fourteen of these incidents occurred in 1996, five more than in the previous year. These 14 incidents represent the third highest number of hijackings recorded during the past five years. The greatest number of incidents (31) in this five-year span occurred in 1993.

The 14 hijackings in 1996 were fairly evenly divided throughout the world. Four incidents were recorded in Asia, three each in Europe and the Middle East/North Africa, two in sub-Saharan Africa, and one each in Latin America/Caribbean and Central Eurasia. There were no hijackings in North America for the fifth consecutive year. In every geographic region, the number of hijackings in 1996 either equaled or surpassed numbers recorded in 1995.

Nine of the 14 hijacking incidents in 1996 were committed on board planes flying domestic routes. Seven of the 14 hijacked planes, moreover, diverted from their original flight plan and landed in a country different from its intended destination. Twenty-four of the 89 hijackings between 1992 and 1996 occurred aboard planes on international routes.

Between 1992 and 1996, slightly fewer than one-half of the 89 hijackings occurred in three countries: China (20 incidents), Ethiopia (11 incidents), and Russia (seven incidents). In all but a few of these instances, the hijackers wanted to be taken to another country to seek asylum.

- Thirteen of the 20 hijackings in China took place in 1993. Most of the hijackers demanded to be taken to Taiwan. Twelve hijacked aircraft were diverted to Taiwan; ten of these were in 1993.
- In Ethiopia, eight of the 11 hijacked flights in the past five years were diverted outside the country, mostly to neighboring states. One of these planes tragically crashed into the Indian Ocean in 1996 and 123 people died. Five of the hijackings from Ethiopia occurred in 1992.

Twenty-nine hijackings in Asia account for the highest percentage of the 89 incidents recorded during the past five years. Twenty of these incidents occurred in China, the most in any one country, and five were recorded in India. Sub-Saharan Africa, with 17 incidents, is the region with the second highest number of hijackings. Eleven of these were in Ethiopia. Fifteen incidents were recorded in the Middle East/North Africa region, with Sudan and Saudi Arabia recording four incidents each and Yemen three. Ten hijackings were recorded in Latin America and the Caribbean; four countries each recorded two incidents. Central Eurasia recorded nine hijackings during the five year period; six were in Russia. Nine hijackings were also recorded in Europe, with Spain having the most: two. No hijacking incidents were recorded in North America between 1992 and 1996.

Personal factors, such as escaping social, political, or economic conditions or wanting to seek asylum in another country, motivated many of the hijackers in 1996. One hijacker, however, had a political motivation in that he wanted to bring international recognition to separatist rebels fighting in Chechnya, Russia. Another motive for a group of hijackers was to deliver a “message from God” to Libyan leader Muammar Qadhafi. The motives in several incidents are unknown. In one incident, an Aeroflot flight left Moscow, Russia, en route to Nigeria with a stopover in Malta. A passenger who boarded in Malta demanded to be flown elsewhere. Of the 89 hijacking incidents between 1992 and 1996, sixty-eight were committed for personal reasons, eight were criminally motivated, eight were politically motivated/terrorist related, and six were committed for reasons that are unknown. Of the political/terrorist incidents, only one was claimed on behalf of a group (Suicide Squad of the Movement for the Advancement of Democracy, Nigeria, October 1993), and three others involved demands to release prisoners.

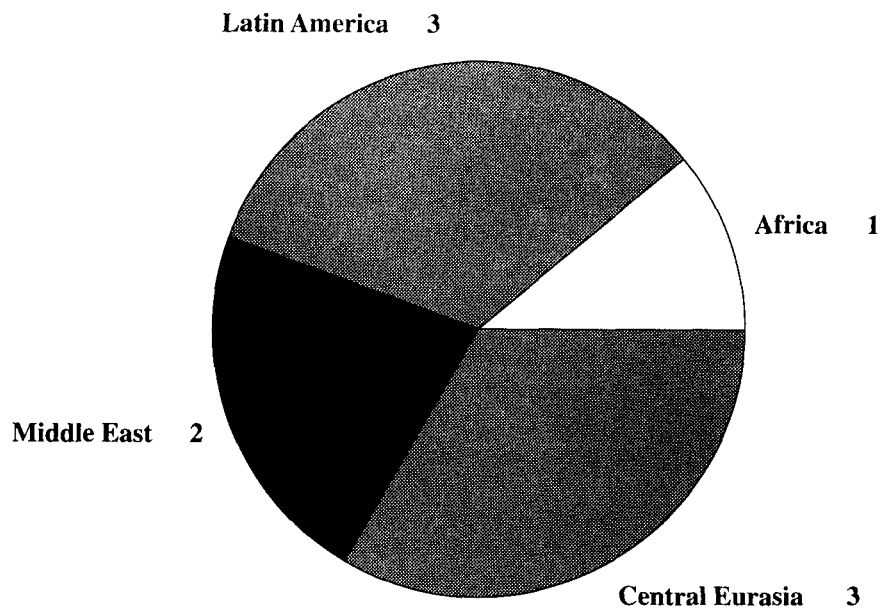
The most noteworthy hijacking in the five-year period was the incident involving an Ethiopian Airlines plane on November 23, 1996. Three Ethiopians seeking to escape conditions of poverty demanded to be taken to Australia. The hijackers did not believe the pilot when told that the plane needed to be refueled. The plane ran out of fuel and crashed into the Indian Ocean, killing 123 people, including the hijackers. Approximately 130 people (hostages, crew, and hijackers) were killed in all hijacking incidents between 1992 and 1996.

None of the hijackings in the five-year period occurred on a U.S.-registered aircraft. The majority of incidents (approximately two-thirds), in fact, occurred on internal, domestic flights, and many were in areas where there are no flights to the United States. Only one hijacking was recorded on a U.S.-bound, foreign-registered plane (Beijing-New York, December 1993). Most of the hijackings, moreover, were committed not by terrorists but by persons seeking to escape economic, political, or social conditions. Hijackers thus motivated are not likely to hijack a U.S. air carrier. In theory, if a person who wants to leave the country is on a plane leaving the country, there is no need to hijack it. U.S. air carrier security measures overseas are intended to prevent hijackings by other perpetrators, such as terrorists.

Commandeerings of Civil Aviation Aircraft

Commandeerings occur when the aircraft is on the ground and the doors are open. There is no distinction made between commandeered aircraft that remain on the ground and those which become airborne. The criteria for determining a commandeering, as distinguished from other on-board situations, are the same as those concerning a hijacking. Commandeering incidents involving general aviation or charter aircraft are not included in this category. Nine civil aviation aircraft were involved in commandeerings between 1992 and 1996. The most incidents in the five-year period—four—were

reported in 1992; one incident occurred in 1996. Of the nine incidents, the aircraft remained on the ground in five.



Commandeerings of Civil Aviation Aircraft, 1992-1996 9 Incidents

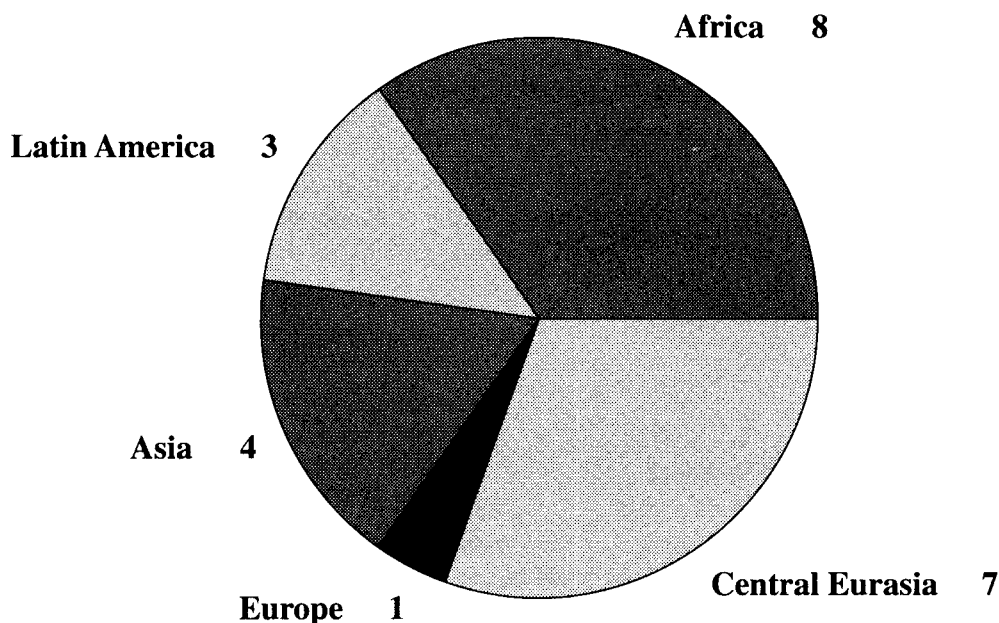
The most noteworthy commandeering of the five-year period occurred on December 24, 1994. In this incident, four gunmen seized an Air France plane in Algiers, Algeria, and took it to Marseilles, France. The incident ended two days later when French commandos stormed the plane and killed the gunmen.

Shootings at In-Flight Aircraft

These incidents include acts in which in-flight aircraft are fired upon either from the ground (surface-to-air missiles, antiaircraft artillery, small arms fire, etc.) or the air. This listing does not include all incidents of this type, especially those involving small arms fire, but only incidents judged to be of significance. This is determined by the target, the type of attack, or any resulting casualties.

Attacks against military aircraft, even if carrying civilian passenger loads, or nonmilitary aircraft serving a military function over an area where there is significant fighting, are not counted. Attacks against both commercial and general aviation aircraft are included in this category.

Twenty-three incidents have been recorded during the past five years in which civil and general aviation aircraft have been fired upon. Seven crashes resulted from these attacks, and approximately 160 persons were killed. Four people also died in incidents in which the plane did not crash. Most incidents, and the highest number of fatalities, occurred in 1993, when nine attacks and 109 deaths were recorded. In 1996, four members of a Cuban exile group were killed when two planes were shot down by Cuban military aircraft.



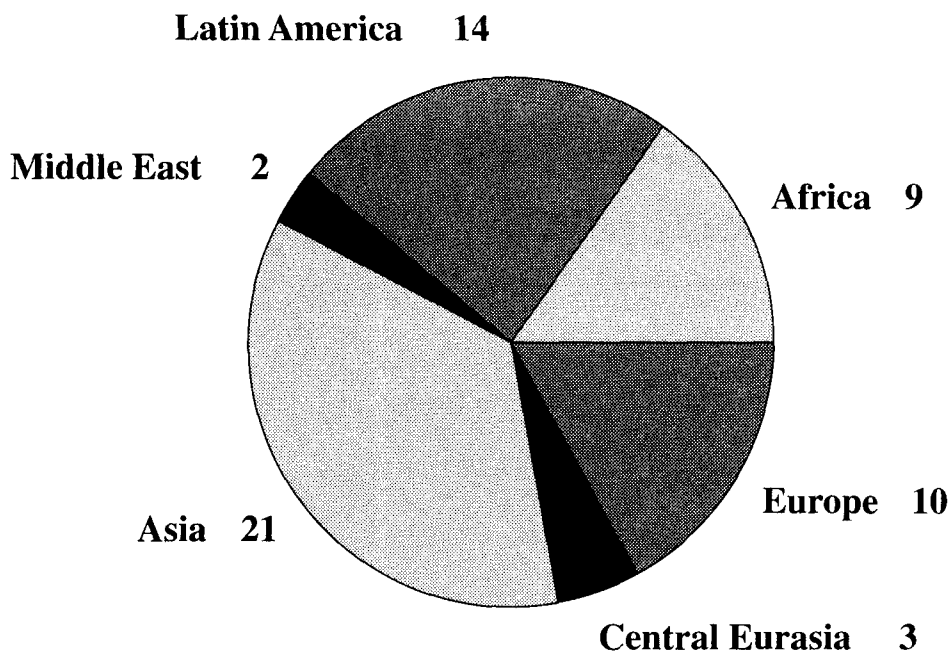
Shootings at In-Flight Aircraft, 1992-1996 23 Incidents

Slightly more than one-third of the attacks (8 of 23) between 1992 and 1996 were recorded in sub-Saharan Africa. Antigovernment rebels are either credited with or believed responsible for the majority of these incidents. Five of these attacks, the most of any one country, were reported in Angola: four in 1993 and one in 1992. Four incidents were also recorded in 1993 in the Republic of Georgia, located in Central Eurasia.

The deadliest incidents were among those reported in the Republic of Georgia when, on consecutive days in September 1993, approximately 108 people were killed. Two passenger aircraft were shot down while landing at Sukhumi Airport. All 28 persons on board died in the first incident, and 80 of a reported 110 passengers were killed in the second crash. The 80 fatalities represents the greatest number of fatalities in a single incident of this type during the five-year period.

Attacks at Airports

Fifty-nine attacks have been recorded at airports throughout the world during the past five years. These attacks have included 24 bombings; 15 attempted bombings; and 20 other incidents, such as shootings, shellings (mortar attacks), arsons, and similar incidents. Eight incidents were recorded in 1996, three more than in 1995. Seventeen incidents were recorded in 1993, 15 in 1992, and 14 in 1994. At least 41 people have been killed and more than 250 injured in attacks at airports between 1992 and 1996.



Attacks at Airports, 1992-1996 59 Incidents

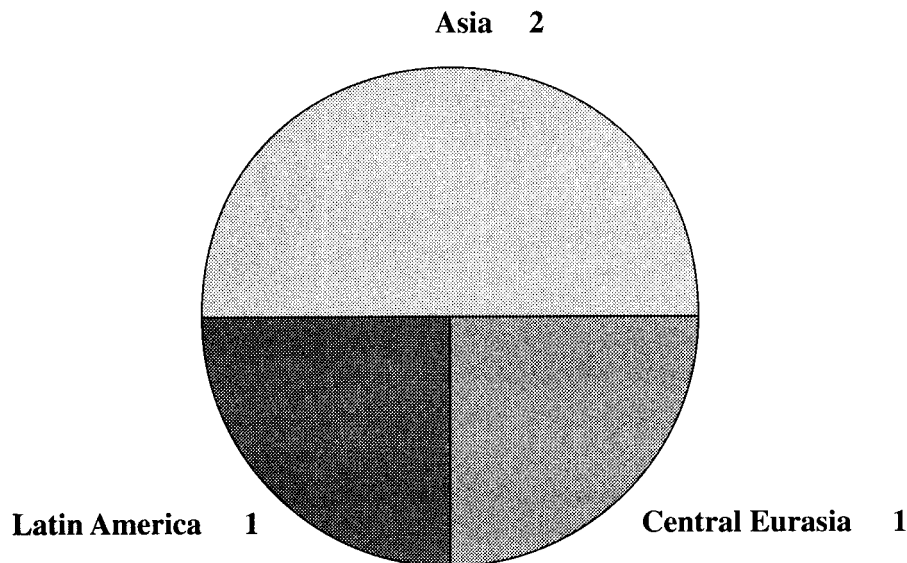
The eight incidents in 1996 include four bombings, three attempted bombings, and a mortar attack. The bombings occurred in Nigeria, Pakistan, Spain, and Zambia; seven people died and 68 others were injured in these attacks. The mortar attack was in Algeria; there were no injuries. The deadliest attack in 1996 was in Pakistan, in which six died and 32 were injured. The attack in Spain was claimed by the Basque Liberty and Fatherland group and left 36 injured.

The majority of attacks in the past five years occurred in Asia (21 incidents). Fourteen incidents were recorded in Latin America and the Caribbean region, 10 in Europe, and nine in sub-Saharan Africa. In addition, three incidents took place in Central Eurasia; and the Middle East/North Africa had two incidents.

Between 1992 and 1996, eight incidents were recorded in Colombia. This was the greatest number of incidents recorded for any single country in the five-year span. The Philippines was second with six incidents; five incidents were recorded in Cambodia and four each in England and Peru.

The deadliest airport attack resulted from an incident in Pakistan in November 1994, when rebels attacked and seized Saidu Sharif Airport. At least 15 people died and 17 others were wounded when Pakistani forces regained control of the airport. In another significant incident, 12 persons died and 126 others were injured when an explosive device detonated at Houari Boumedienne International Airport in Algiers, Algeria, in August 1992. An unknown number of casualties occurred in September 1993, when rebel forces fired at Sukhumi Airport, Republic of Georgia: artillery rounds struck a passenger aircraft that was offloading refugees.

Bombings/Attempted Bombings/Shootings on Board Civil Aviation Aircraft



**Bombings/Attempted Bombings/Shootings
on Board Civil Aviation Aircraft, 1992-1996
4 Incidents**

Between 1992 and 1996, two bombings and two attempted bombings occurred on board civil aviation aircraft. Three incidents were recorded in 1994 and one in 1996.

Explosive devices detonated on board two in-flight aircraft in 1994. An Alas Chiricanas Airline plane crashed in Panama in July, killing all 21 people on board; in December, a Philippine Airlines plane landed safely, although a passenger was killed in the explosion. These incidents marked the first in-flight aircraft bombing incidents since Avianca Flight 203 on November 27, 1989, in Colombia. In the third incident in 1994, an attempt was made to place an explosive device on an Orbi Georgian Airways plane in the Republic of Georgia in Central Eurasia. The incident in 1996 involved an attempt to place an explosive device in checked baggage on an All Nippon Airways flight in Japan. The bag was offloaded when the passenger did not appear for the flight, and the device was discovered later.

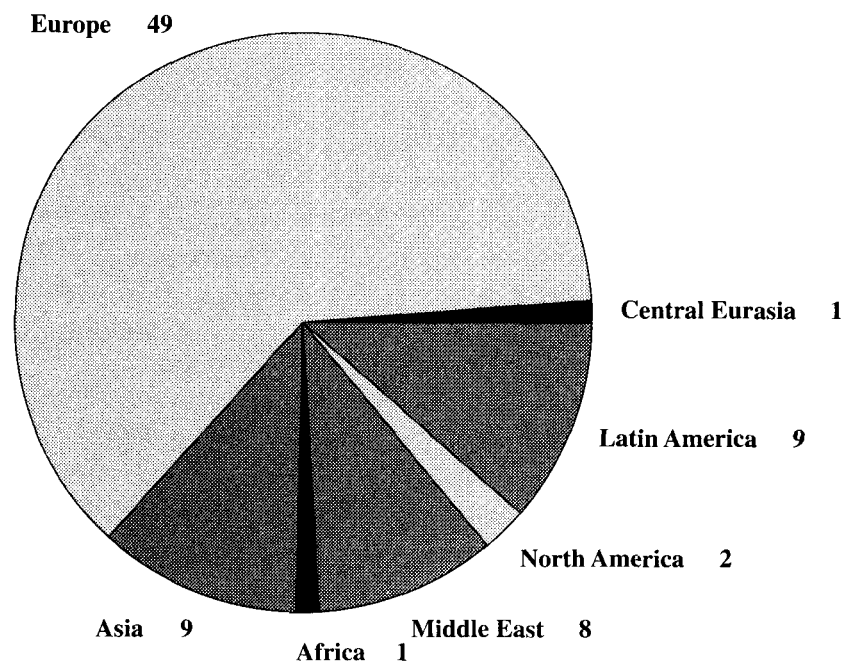
The 1994 bombing of the Philippine Airlines plane proved to be a test for a more elaborate plan. This plan involved placing explosive devices on a dozen U.S.-registered aircraft flying routes in the Far East. Fortunately, the plot was uncovered in the Philippines before it came to fruition. Ramzi Yousef, the alleged mastermind of the World Trade Center bombing in New York City in 1993, was behind the plot. He was eventually captured in Pakistan, extradited to the United States, and convicted in the plot. Had he been able to place and successfully detonate all, or even some, of the devices on planes, the results would have been catastrophic.

Off-Airport Facility Attacks

Within the past five years, 79 off-airport attacks have been recorded. These incidents include attacks against airline ticket offices, air navigation aid equipment, and other civil aviation assets. Three incidents occurred in 1996—about half of what was recorded in 1995 and two more than in 1994. These statistics represent a significant drop from the 50 incidents reported in 1992 and 20 incidents in 1993.

Of the 79 incidents between 1992–1996, forty-nine occurred in Europe and nine were recorded in both the Latin America/Caribbean and Asia regions. Twenty-two incidents were recorded in Germany, the most for any one country. Other countries with numerous attacks included Colombia (9), France (6), England (5), Algeria (5), and Denmark (4). All of these incidents occurred in 1992 and 1993.

Most of the incidents during the past five years have been attacks against ticket offices. Since 1992, ticket offices have been targeted in 66 of 79 incidents. These attacks mostly include bombings (explosive or incendiary devices), attempted bombings, arsons, assaults, occupations, and hostage takings.



Off-Airport Facility Attacks, 1992-1996 79 Incidents

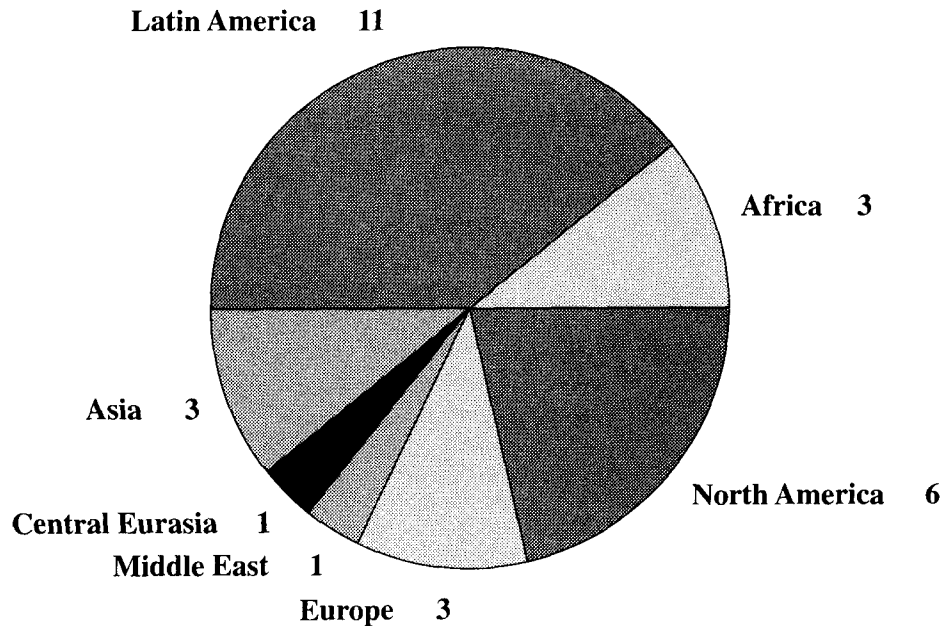
Turkish Airlines (THY) has been the target of the majority of airline ticket office attacks in the past five years. THY offices were involved in 37 of 59 ticket office attacks in 1992 and 1993 and in two of four attacks in 1994 and 1995. Kurdish separatists or their sympathizers are likely responsible for most of these incidents. The incidents include 16 bombings or attempted bombings. All but one of the 39 THY attacks occurred in Europe; 20 took place in Germany.

In 1996, the offices of Aeroflot Russian International Airlines were the targets of two attacks. Shots were fired at an office in Manila, the Philippines, and a pipe bomb exploded at an office in Istanbul, Turkey. The latter incident may have been related to the fighting in Chechnya, Russia.

Incidents Involving General Aviation/ Charter Aviation

During the past five years, 28 incidents involving general or charter aviation interests have been recorded. Included among these was one bombing incident at an airport. In addition, 16 aircraft were hijacked, five were commandeered, and five were deliberately damaged or destroyed. The fewest incidents (3) occurred in 1994; the most (10) in 1992. Six incidents were recorded in 1996, five in 1993, and four in 1995.

Eleven of the 28 incidents that occurred between 1992 and 1996 took place in two countries: Colombia and the United States. Six incidents (two hijackings, two commandeerings, and two destruction of aircraft) occurred in Colombia, and five incidents (two hijackings, two destruction of aircraft, and an airport bombing) took place in the United States.



Incidents Involving General Aviation/Charter Aviation Interests, 1992-1996 28 Incidents

The six incidents in 1996 occurred in different countries; hijackings were committed in Cuba, Papua New Guinea, Somalia, Lebanon, and Guyana, and a robbery was committed in Puerto Rico.

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APPENDICES AND CHARTS

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Appendix A

U.S.—Registered Air Carrier Hijacking Chronology 1992–1996

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>No. of Hijackers</i>	<i>How Boarded Aircraft?</i>	<i>Weapon Type</i>	<i>Weapon Status</i>	<i>Destination/ Objective</i>
1992	None							
1993	None							
1994	None							
1995	None							
1996	None							

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Appendix B

Foreign-Registered Air Carrier Hijacking Chronology 1992–1996

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
01–31–92	Aerotaxi	Cessna Caravan	Panama City/El Porvenir, Panama	Colombia
02–05–92	Ethiopian Airlines	DHC–6	Addis Ababa/Bahir Dar, Ethiopia	Djibouti
03–12–92	Aerotaxi	B–N 2A–6	El Porvenir/Panama City, Panama	Unknown
04–01–92	Ethiopian Airlines	B–727	Dire Dawa/Addis Ababa, Ethiopia	Yemen
04–12–92	Ethiopian Airlines	B–727	Addis Ababa/Unknown, Ethiopia	Kenya
05–16–92	Aerotaca	Twin Otter	Bogota/Bucaramanga, Colombia	Theft of Equipment
06–07–92	Aeroflot	TU–154	Groznyy/Moscow, Russia	Turkey
08–13–92	Lvov Air Transport Enterprises	TU–154	Simferopol/Lvov, Ukraine	Iraq
08–28–92	Ethiopian Airlines	B–727	Addis Ababa/Bahir Dar, Ethiopia	Italy
09–04–92	Ethiopian Airlines	B–727	Dire Dawa/Addis Ababa, Ethiopia	Djibouti
09–04–92	Vietnam Airlines	A–310	Bangkok, Thailand/ Ho Chi Minh City, Vietnam	Release Leaflets
12–29–92	AeroCaribbean	AN–26	Havana/Varadero Beach, Cuba	United States
01–22–93	Indian Airlines	Unknown	Lucknow/New Delhi, India	Political Demands
02–11–93	Lufthansa	A–310	Frankfurt, Germany/Addis Ababa, Ethiopia	United States
02–20–93	Aeroflot	TU–134	Tjumen/St. Petersburg, Russia	United States
03–12–93	Ethiopian Airlines	ATR–42	Gambela/Addis Ababa, Ethiopia	Djibouti

Foreign-Registered Air Carrier Hijacking Chronology 1992–1996—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
03–27–93	Indian Airlines	A–320	New Delhi/Madras, India	Pakistan
04–06–93	China Southern Airlines	B–757	Shenzen/Beijing, China	Taiwan
04–10–93	Indian Airlines	B–737	Lucknow/New Delhi, India	Educational Demands
04–18–93	Inter-continental de Aviacion	DC–9	Arauca/Bogota, Colombia	Political Demand
04–24–93	Indian Airlines	B–737	Srinagar/New Delhi, India	Afghanistan
06–24–93	Xiamen Airlines	B–737	Changzhou/Xiamen, China	Taiwan
07–04–93	Royal Swazi Airways	F–28	Maputo, Mozambique/Manzini, Swaziland	Mauritius
07–25–93	Ethiopian Airlines	B–757	Dire Dawa/Addis Ababa, Ethiopia	Djibouti
08–10–93	Air China	B–767	Beijing, China/Jakarta, Indonesia	Taiwan
08–14–93	Aeroflot	TU–154	Moscow/St. Petersburg, Russia	Sweden
08–15–93	KLM	B–737	Tunis, Tunisia/Amsterdam, Netherlands	United States/Political Demands
08–27–93	Alyemda Airlines	B–737	Ar-Riyan/Al-Ghaydah, Yemen	Kuwait
09–15–93	Aeroflot	TU–134	Baku, Azerbaijan/Perm, Russia	Norway
09–30–93	Sichuan Airlines	TU–154	Jinan/Guangzhou, China	Taiwan
10–22–93	Egypt Air	Unknown	Cairo, Egypt/Sanaa, Yemen	Yemen
10–25–93	Nigerian Airways	A–310	Lagos/Abuja, Nigeria	Germany
11–05–93	Xiamen Airlines	B–737	Guangzhou/Xiamen, China	Taiwan

Foreign-Registered Air Carrier Hijacking Chronology 1992–1996—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
11–08–93	Zhejiang Airlines	A–300	Hanzhou/Fuzhou, China	Taiwan
11–12–93	China Northern Airlines	MD–82	Changchun/Fuzhou, China	Taiwan
11–27–93	China Eastern Airlines	F–100	Nanjing/Fuzhou, China	Taiwan
11–29–93	Iran Air	F–27	Gachsaran/Ahvaz, Iran	Kuwait
12–08–93	China Northern Airlines	MD–82	Qingdao/Fuzhou, China	Taiwan
12–10–93	Air France	A–320	Paris/Nice, France	Libya
12–12–93	Xiamen Airlines	B–737	Harbin/Xiamen, China	Taiwan
12–28–93	Fujian Airlines	YUN–7	Ganzhou/Xiamen, China	Taiwan
12–28–93	Air China	Unknown	Beijing, China/New York, USA	Taiwan
12–28–93	Xiamen Airlines	B–727	Ningbo/Xiamen, China	Taiwan
01–13–94	Indian Airlines	Unknown	Madras/Calicut, India	Political
01–23–94	Ethiopian Airlines	B–757	Dakar, Senegal/Bamako, Mali	Italy
01–29–94	China East Airlines	Unknown	Shanghai/Hanzhou, China	Taiwan
02–09–94	Ethiopian Airlines	B–737	Bahir Dar/Addis Ababa, Ethiopia	Europe/Political Asylum
02–18–94	China Southwest Airlines	B–737	Changsha/Fuzhou, China	Taiwan
02–28–94	Air Algerie	Unknown	Oran/Annaba, Algeria	Spain/Political Asylum
03–08–94	Saudi Arabian Airlines	A–300	Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia	Kenya

Foreign-Registered Air Carrier Hijacking Chronology 1992–1996—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
03–21–94	Meridiana	DC–9	Palermo/Rome, Italy	Speak with Officials
04–06–94	Sudan Airways	B–737	Khartoum/Dongola, Sudan	Egypt/Political Asylum
04–25–94	Ethiopian Airlines	B–757	Jeddah, Saudi Arabia/ Addis Ababa, Ethiopia	England
06–07–94	China Southern Airlines	B–737	Fuzhou/Guangzhou, China	Taiwan
06–23–94	Ethiopian Airlines	ATR–42	Gonder/Addis Ababa, Ethiopia	Europe/Political Asylum
08–07–94	COPA	B–737	Panama City, Panama/ Guatemala City, Guatemala	Mexico/Political Asylum
08–29–94	LATN	Unknown	Pedro Juan Caballero/ Asuncion, Paraguay	Brazil/Theft of Money
09–14–94	Alyemda Airlines	B–737	Aden/Sanaa, Yemen	Saudi Arabia
10–22–94	LATN	Dash-8	Itaituba/Belem, Brazil	Theft of Gold
10–25–94	Rostov Aviation Enterprises	YAK–40	Ashgabad, Turkmenistan/ Rostov, Russia	Money/Fly to Iran
11–03–94	Scandinavian Airlines System	MD–80	Bardufoss/Oslo, Norway	Political
11–13–94	Air Algerie	F–27	Algiers/Ouargla, Algeria	France
11–24–94	Komiavia	TU–134	Sykyvkar, Russia/Minsk, Belarus	Europe/Political Asylum
12–05–94	Puntavia	LET–410	Berbera, Somalia/Djibouti, Djibouti	Saudi Arabia
12–15–94	TABA	EMB–100	Carauari/Manaus, Brazil	Unknown
12–23–94	Tongyong Airlines	YAK–42	Xiamen/Nanjing, China	Taiwan
01–04–95	Sudan Airways	Fokker	Khartoum/Merowe, Sudan	Egypt
03–17–95	Ethiopian Airlines	B–737	Addis Ababa/Bahir Dar, Ethiopia	Sweden/Asylum; landed in Sudan

Foreign-Registered Air Carrier Hijacking Chronology 1992–1996—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
06–21–95	All Nippon Airways	B–747	Tokyo/Hokkaido, Japan	Personal
07–01–95	Domodedovo Airlines	IL–62	Yakutsk/Moscow, Russia	Ransom
08–03–95	China Eastern Airlines	A–300	Shanghai/Guangzhou, China	Taiwan
08–15–95	Phoenix Airways	B–727	Cape Town/Johannesburg, South Africa	Cuba
09–03–95	Air Inter	A–320	Palma de Mallorca, Spain/Paris, France	Political Protest; landed in Switzerland
11–09–95	Olympic Airways	B–747	Bangkok, Thailand/Athens, Greece	Asylum
12–26–95	Saudi Arabian Airlines	Unknown	Jeddah, Saudi Arabia/Addis Ababa, Ethiopia	Asylum
01–06–96	Transasia Airways	Airbus 321	Taipei/Tainan, Taiwan	China
03–08–96	Cyprus Turkish Airlines	B–727	Cyprus/Istanbul, Turkey	Political Statement
03–10–96	Hainan Airlines	B–737	Yiwu/Haisou, China	Taiwan
03–24–96	Sudan Airways	Unknown	Khartoum/Port Sudan, Sudan	Eritrea/Asylum
03–27–96	Egypt Air	A–310	Luxor/Cairo, Egypt	Libya
04–04–96	Biman Bangladesh Airlines	Jetstream 31	Dhaka/Barisal, Bangladesh	India
07–07–96	Cubanacan	AN–2	Bayamo/Moa, Cuba	Asylum/Landed U.S. Navy Base, Guantanamo, Cuba
07–26–96	Iberia	DC–10	Madrid, Spain/Havana, Cuba	Landed in United States
08–09–96	Air Mauritania	Fokker 28	Las Palmas, Canary Islands/Nouakchott, Mauritania	Morocco
08–26–96	Sudan Airlines	A–310	Khartoum, Sudan/Amman, Jordan	England/Asylum
10–17–96	Aeroflot	TU–154	Moscow, Russia/Lagos, Nigeria	Germany/Asylum

Foreign-Registered Air Carrier Hijacking Chronology 1992–1996—Continued

<i>Date</i>	<i>Carrier</i>	<i>Aircraft Type</i>	<i>Flight Plan</i>	<i>Objective</i>
11–15–96	Xiamen Airlines	Unknown	Guangzhou/Xiamen, China	Taiwan
11–23–96	Ethiopian Airlines	B–767	Addis Ababa, Ethiopia/Nairobi, Kenya	Escape Poverty/Plane Crashed into Indian Ocean
12–06–96	Krasnoyarsk Aviation Company	YAK–40	Krasnoyarsk/Boguchany, Russia	The Netherlands

Appendix C

Bombings Aboard Aircraft Chronology 1992–1996

<i>Date</i>	<i>Carrier</i>	<i>Type</i>	<i>Flight Plan</i>	<i>Details</i>
1992	None			
1993	None			
07–17–94	Alas Chiricanas Airline	EMB–110	Colon City/Panama City, Panama	Bomb in cabin area; explosion in-flight; plane crashed; 21 killed
12–11–94	Philippines Airlines	B–727	Manila, Philippines/ Tokyo, Japan	Bomb in cabin area; one person killed; plane landed safely
1995	None			
1996	None			

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Appendix D

Chronology of Significant Acts Against Civil Aviation In 1996 By Date

January 6	Hijacking—Transasia Airways	Taiwan
January 19	Bombing—Kano Airport	Nigeria
February 24	Shooting at Cessna Skymaster Aircraft (Two incidents)	Cuba
March 8	Hijacking—Cyprus Turkish Airlines	Cyprus to Germany
March 10	Hijacking—Hainan Airlines	China
March 24	Hijacking—Sudan Airways	Sudan to Eritrea
March 27	Hijacking—Egypt Air	Egypt to Libya
April 4	Hijacking—Biman Bangladesh Airlines	Bangladesh
April 14	General Aviation Hijacking	Papua New Guinea
April 25	Bombing—Indian Airlines Office	India
April 28	Bombing—Aeroflot Airlines Office	Turkey
May 12	Attempted Bombing—Ataturk Airport	Turkey
May 29	General Aviation Robbery	Puerto Rico
June 6	Bombing—Lusaka Airport	Zambia
June 21	General Aviation Hijacking	Somalia
July 3	Attempted Bombing—La Paz Airport	Bolivia
July 7	Hijacking—Cubanacan	Cuba
July 20	Bombing—Reus Airport	Spain
July 22	Bombing—Lahore Airport	Pakistan
July 25	Commandeering—Air Algerie	Algeria
July 26	Hijacking—Iberia	Spain to United States
August 9	Hijacking—Air Mauritania	Mauritania
August 16	Charter Aviation Hijacking	Cuba to United States

Chronology of Significant Acts Against Civil Aviation In 1996 By Date— Continued

August 26	Hijacking—Sudan Airlines	Sudan to England
September 3	Charter Aviation Hijacking—Hemus Air	Lebanon to Norway
October 17	Hijacking—Aeroflot	Malta
October 30	Attack—Algiers Airport	Algeria
November 4	Shooting—Aeroflot Airlines Office	Philippines
November 15	Hijacking—Xiamen Airlines	China
November 20	Attempted Bombing—Manila Airport	Philippines
November 23	Hijacking—Ethiopian Airlines	Ethiopia—Crash Near Comoros Islands
November 27	Charter Aviation Hijacking—Roraima Air Charter	Guyana
November 30	Attempted Bombing—All Nippon Airways	Japan
December 6	Hijacking—Krasnoyarsk Airlines	Russia

Appendix E

Chronology of Significant Acts Against Civil Aviation In 1996 By Category

HIJACKINGS		
January 6	Transasia Airways	Taiwan
March 8	Cyprus Turkish Airlines	Cyprus to Germany
March 10	Hainan Airlines	China
March 24	Sudan Airways	Sudan to Eritrea
March 27	Egypt Air	Egypt to Libya
April 4	Biman Bangladesh Airlines	Bangladesh
July 7	Cubanacan	Cuba
July 26	Iberia	Spain to United States
August 9	Air Mauritania	Mauritania
August 26	Sudan Airlines	Sudan to England
October 17	Aeroflot	Malta
November 15	Xiamen Airlines	China
November 23	Ethiopian Airlines	Ethiopia to Comoros Islands
December 6	Krasnoyarsk Aviation Company	Russia
BOMBINGS/ATTEMPTED BOMBINGS/SHOOTINGS ON IN-FLIGHT AIRCRAFT		
November 30	Attempted Bombing—All Nippon Airways	Japan
COMMANDEERINGS		
July 25	Air Algerie	Algeria
AIRPORT ATTACKS		
January 19	Bombing—Kano Airport	Nigeria
May 12	Attempted Bombing—Ataturk Airport	Turkey
June 6	Bombing—Lusaka Airport	Zambia

Chronology of Significant Acts Against Civil Aviation In 1996 By Category— Continued

July 3	Attempted Bombing—La Paz Airport	Bolivia
July 20	Bombing—Reus Airport	Spain
July 22	Bombing—Lahore Airport	Pakistan
October 30	Attack—Algiers Airport	Algeria
November 20	Attempted Bombing—Manila Airport	Philippines
SHOOTING AT AIRCRAFT		
February 24	Cessna Skymaster Aircraft (Two incidents)	Cuba
OFF-AIRPORT FACILITY ATTACKS		
April 25	Bombing—Indian Airlines Office	India
April 28	Bombing—Aeroflot Airlines Office	Turkey
November 4	Shooting—Aeroflot Airlines Office	Philippines
GENERAL AVIATION/CHARTER AVIATION		
April 14	General Aviation Hijacking	Papua New Guinea
May 29	General Aviation Robbery	Puerto Rico
June 21	General Aviation Hijacking	Somalia
August 16	Charter Aviation Hijacking	Cuba to United States
September 3	Charter Aviation Hijacking—Hemus Air	Lebanon to Norway
November 27	Charter Aviation Hijacking—Roraima Air Charter	Guyana
INCIDENTS NOT COUNTED²		
March 10	Shootings at Airports	Denmark and Norway
April 15	Shooting at Timika Airport	Indonesia
July 17	Explosion Aboard TWA Flight 800	United States
August 13	Robbery of an Air Inter Aircraft	France

²These incidents are not counted in the statistics for 1996. Because they are of interest, however, summaries are included in the regional areas. It is not to be inferred that these were the only incidents of this type that occurred.

Chronology of Significant Acts Against Civil Aviation In 1996 By Category— Continued

October 21	Cargo Aircraft Hijacking	Indonesia
November 2	Prevented Hijacking	Brazil
November 3	Shooting at Donetsk Airport	Ukraine
November 14	Bombing Near Lagos Airport	Nigeria

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Appendix F

Total Incidents, 1992–1996

	1996	1995	1994	1993	1992
Civil Aviation					
Hijackings	14	9	23	31	12
Commandeerings	1	0	2	2	4
Bombings/Shootings/Attempted Bombings on Aircraft	1	0	3	0	0
General/Charter Aviation	6	4	3	5	10
Airport at Attacks	8	5	14	17	15
Off-Airport Facility Attacks	3	5	1	20	50
Shootings at Aircraft	2	1	4	9	7
Totals	35	24	50	84	98
Incidents Not Counted	8	7	8	13	15

Incidents By Category

	1996	1995	1994	1993	1992	Totals
Hijackings						
Asia	4	2	5	17	1	29
Central Eurasia	1	1	2	3	2	9
Europe	3	2	2	2	0	9
Latin America/Caribbean	1	0	4	1	4	10
Middle East/North Africa	3	2	6	4	0	15
Sub-Saharan Africa	2	2	4	4	5	17
Commandeerings						
Central Eurasia	0	0	1	1	1	3
Latin America/Caribbean	0	0	0	1	2	3
Middle East/North Africa	1	0	1	0	0	2
Sub-Saharan Africa	0	0	0	0	1	1
Bombings/Attempted Bombings/Shootings on Aircraft						
Asia	1	0	1	0	0	2
Central Eurasia	0	0	1	0	0	1
Latin America/Caribbean	0	0	1	0	0	1
General/Charter Aviation						
Asia	1	1	1	0	0	3
Central Eurasia	0	1	0	0	0	1

Incidents By Category—Continued

	1996	1995	1994	1993	1992	Totals
Europe	0	0	2	0	1	3
Latin America/Caribbean	3	1	0	3	4	11
Middle East/North Africa	0	1	0	0	0	1
North America	1	0	0	2	3	6
Sub-Saharan Africa	1	0	0	0	2	3
Attacks at Airports						
Asia	2	2	2	12	3	21
Central Eurasia	0	2	0	1	0	3
Europe	2	1	6	0	1	10
Latin America/Caribbean	1	0	4	3	6	14
Middle East/North Africa	1	0	0	0	1	2
Sub-Saharan Africa	2	0	2	1	4	9
Off-Airport Attacks						
Asia	2	2	0	2	3	9
Central Eurasia	0	0	0	1	0	1
Europe	1	2	1	14	31	49
Latin America/Caribbean	0	0	0	0	9	9
Middle East/North Africa	0	0	0	2	6	8
North America	0	1	0	0	1	2
Sub-Saharan Africa	0	0	0	1	0	1
Shootings at Aircraft						
Asia	0	1	1	0	2	4
Central Eurasia	0	0	0	4	3	7
Europe	0	0	0	0	1	1
Latin America/Caribbean	2	0	0	1	0	3
Sub-Saharan Africa	0	0	3	4	1	8

Incidents By Region

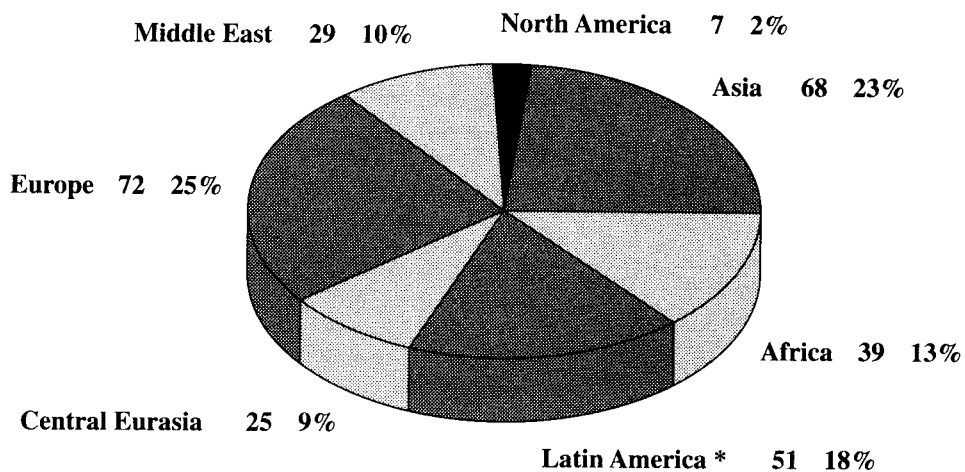
	1996	1995	1994	1993	1992	Totals
Asia						
Attacks at Airports	2	2	2	12	3	21
Bombings on Aircraft	1	0	1	0	0	2
General Aviation	1	1	1	0	0	3
Hijackings	4	2	5	17	1	29
Off-Airport Attacks	2	2	0	2	3	9
Shootings at Aircraft	0	1	1	0	2	4

Incidents By Region—Continued

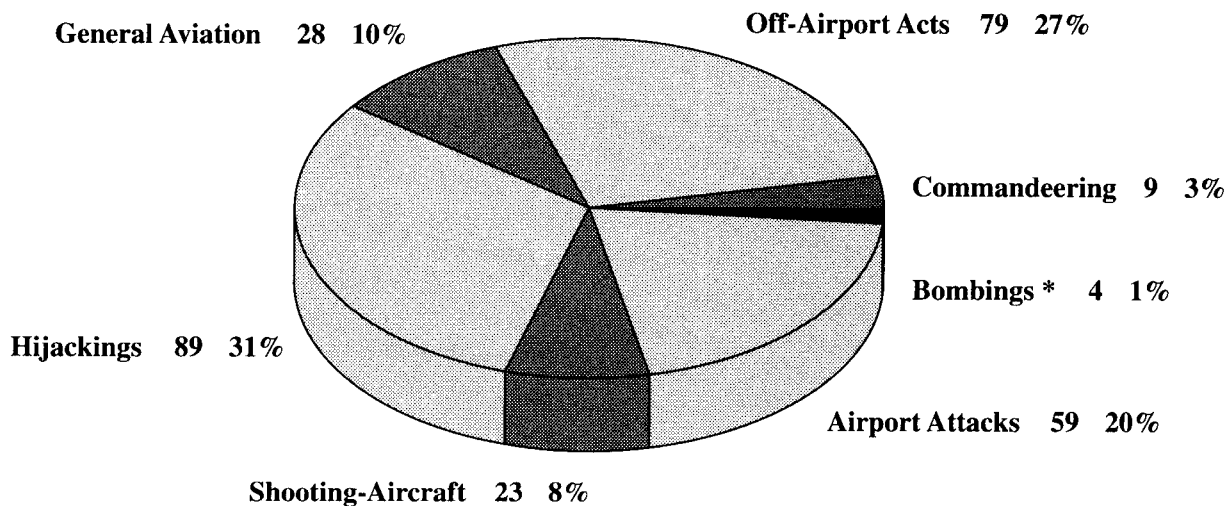
	1996	1995	1994	1993	1992	Totals
Central Eurasia						
Attacks at Airports	0	2	0	1	0	3
Bombings on Aircraft	0	0	1	0	0	1
Commandeerings	0	0	1	1	1	3
General Aviation	0	1	0	0	0	1
Hijackings	1	1	2	3	2	9
Off-Airport Attacks	0	0	0	1	0	1
Shootings at Aircraft	0	0	0	4	3	7
Europe						
Attacks at Airports	2	1	6	0	1	10
General Aviation	0	0	2	0	1	3
Hijackings	3	2	2	2	0	9
Off-Airport Attacks	1	2	1	14	31	49
Shootings at Aircraft	0	0	0	0	1	1
Latin America and the Caribbean						
Attacks at Airports	1	0	4	3	6	14
Bombings on Aircraft	0	0	1	0	0	1
Commandeerings	0	0	0	1	2	3
General Aviation	3	1	0	3	4	11
Hijackings	1	0	4	1	4	10
Off-Airport Attacks	0	0	0	0	9	9
Shootings at Airport	2	0	0	1	0	3
Middle East and North Africa						
Attacks at Airports	1	0	0	0	1	2
Commandeering	1	0	1	0	0	2
General Aviation	1	1	0	0	0	2
Hijackings	3	2	6	4	0	15
Off-Airport Attacks	0	0	0	2	6	8
North America						
General Aviation	0	0	0	2	3	5
Off-Airport Attacks	0	1	0	0	1	2
Sub-Saharan Africa						
Attacks at Airports	2	0	2	1	4	9
Commandeerings	0	0	0	0	1	1
General Aviation	1	0	0	0	2	3
Hijackings	2	2	4	4	5	17
Off-Airport Attacks	0	0	0	1	0	1
Shootings at Aircraft	0	0	3	4	1	8

Incidents By Region—Continued

	1996	1995	1994	1993	1992	Totals
Asia	10	8	10	31	9	68
Central Eurasia	1	4	4	10	6	25
Europe	6	5	11	16	34	72
Latin America/Caribbean	7	1	9	9	25	51
Middle East/North Africa	6	3	7	6	7	29
North America	0	1	0	2	4	7
Sub-Saharan Africa	5	2	9	10	13	39
Total	35	24	50	84	98	291



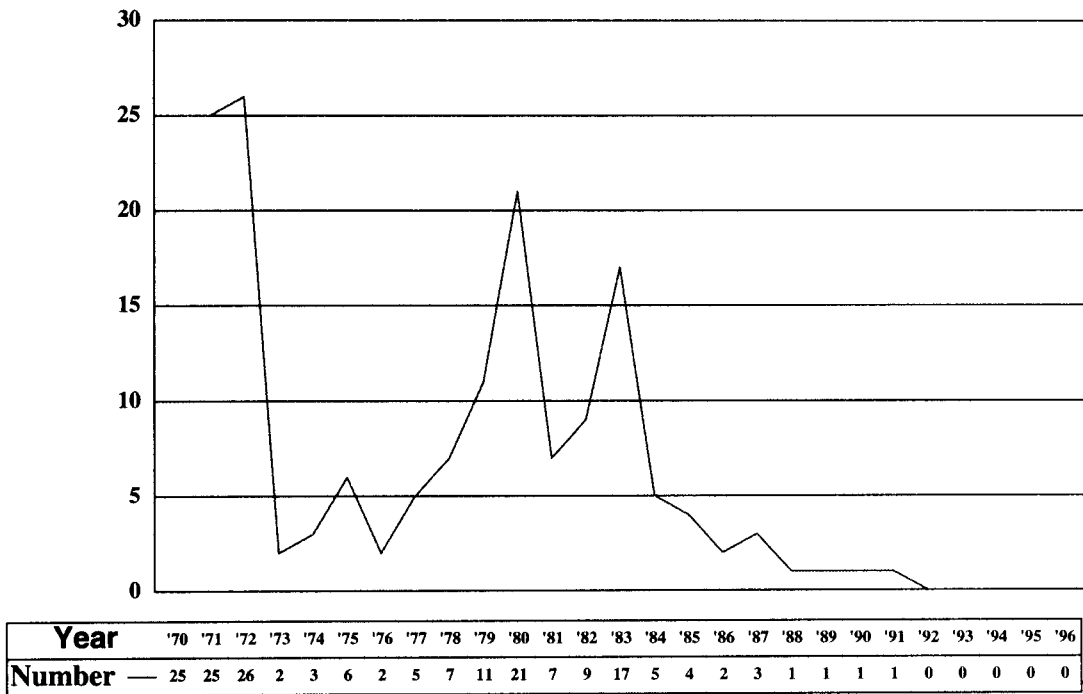
Incidents Against Aviation by Geographic Area, 1992-1996
291 Incidents * Also includes Central America and the Caribbean



Incidents Against Aviation by Category, 1992-1996
291 Incidents * Also includes bombings and shootings on board aircraft

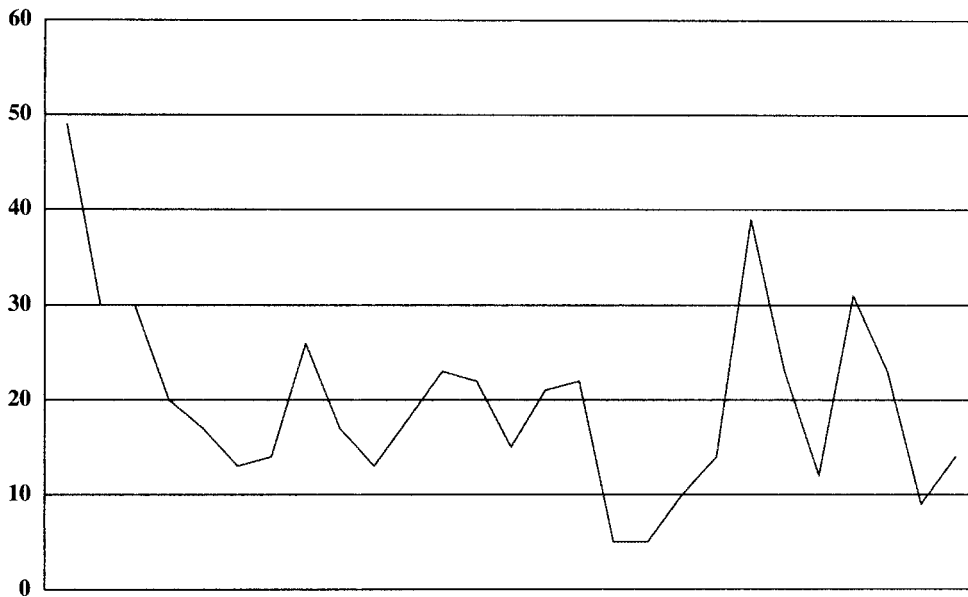
U.S.-Registered Air Carrier Hijackings 1970-1996

Incidents



Foreign-Registered Air Carrier Hijackings 1970-1996

Incidents



Year	'70	'71	'72	'73	'74	'75	'76	'77	'78	'79	'80	'81	'82	'83	'84	'85	'86	'87	'88	'89	'90	'91	'92	'93	'94	'95	'96
Number	49	30	30	20	17	13	14	26	17	13	18	23	22	15	21	22	5	5	10	14	39	23	12	31	23	9	14